ASHEVILLE NEWS.

VOL. 6—NO 34. ASHEVILLE, N. C., THURSDAY, FEBRUARY 1, 1855. WHOLE NO. 284.

BY AUTHORITY.

LAWS OF THE UNITED STATES.

[CHAPTER CCXXX.]

AN ACT to establish certain Post Roads.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following be established as Post Roads in lieu of those heretofore established, viz:

[CONTINUED.]

MASSACHUSETTS.

From Attleboro', by North Attleboro', to South Attleboro'.

From Amherst, by Leverett, Shutesbury, North Prescott, New Salem, and North New Salem, to Orange.

From Ashburnham Junction, by Gardner, South Gardner, Baldwinsville, Templeton, Philipston, South Royalston, Athol, Orange, Wendell Depot, Erving, Grout's Corners, Northfield, Vernon, and Hinsdale, to Brattleborough, Vermont.

From Athol, by North Orange, Warwick, Winchester, West Winchester, and Hinsdale, to Brattleborough, Vermont.

From Auburndale Station to Newton Lower Falls.

From Baldwinsville Depot, by Templeton, to Phillipston.

From Braintree Depot, by Weymouth, East Weymouth, and Hingham, to Cohasset.

From Boston, by Dorchester, to Milton.

From Boston, by Roxbury, to Jamaica Plains.

From Boston, by Harrison Square, Neponset Village, Quincy, Braintree, South Braintree, South Weymouth, Abington, Hanson, South Hanson, and Kingston, to Plymouth.

From Boston, by West Roxbury, Dedham, South Dedham, Walpole, Walpole East, Medfield, South Walpole, East Medway, West Medway, North Wrentham, Wrentham, Franklin City, Franklin, South Franklin, Bald Hill, Bellingham, South Bellingham, and Woonsocket Falls, Rhode Island, to Blackstone, Massachusetts.

From Boston, by Lynn, Salem, Beverly, Hamilton, Wenham, Ipswick, Newburyport, East Salisbury, Seabrook, New Hampshire, Hampton Falls, Hampton, Northampton, and Greenland Depot, to Portsmouth.

From Boston, by West Medford, Winchester, East Woburn, Wilmington, and North Billerica, to Lowell.

From Boston, by Canton, Sharon, East Foxboro', Mansfield, Attleboro', Seekonk, and Pawtucket Rhode Island, to Providence.

From Boston, by Somerville, Waltham, Lincoln, Concord, South Acton, Acton, West Acton, Littleton, West Littleton, South Groton, Shirley, Shirley Village, Leominster, and North Leominster, to Fitchburgh.

From Boston, by Malden, Melrose, Melford, Stoneham, South Reading, Reading, Wilmington, Ballardvale, Andover, Sutton's Mills, North Andover, Lawrence, Haverhill, Plaistow, New Hampshire, Newton Depot, East Kingston, Exeter, South New Market, New Market, Durham, Dover, Salmon Falls, and South Berwick, Maine, to South Berwick Junction.

From Boston to Charleston.

From Boston, by Cambridgeport, to Cambridge.

From Boston, by Brighton, Newton, West Newton, West Needham, Natick, South Framington, Ashland, Cordaville, Westborough, and New England Village, to Worcester.

From Chatham, by North Chatham, East Harwick, and South Orleans, to Orleans.

From Charlton Depot, by Charlton and Southbridge, to Globe Village.

From Chester Village, by Ringville, to Worthington.

From Cohasset, by North Scituate, Scituate, and East Marshfield, to Marshfield.

From Cordaville, by Hopkinton and Southboro', to Woodville.

From Dedham, by West Dedham, Medfield and Rockville, to Franklin City.

From Dedham Junction, by Dedham, South Dedham, Walpole, East Walpole, South Walpole, Franklin City, and Franklin, to Waterford.

From East Foxboro', by Foxboro', and West Foxboro', to Wrentham.

From Enfield, by Prescott, to Belham.

From Enfield, by Ware, to West Brookfield.

From Fall River, by Newport, Rhode Island, to New York, New York, New York.

From Fall River, by Swansea and Warren, Rhode Island, to Bristol.

From Fall River, by Tiverton, (Rhode Island,) and Portsmouth, to Newport.

From Farnumsville, to New England Village.

From Fitchburg, by Westminster, Ashburnham, Winchendon, Fitzwilliam, New Hampshire, Troy, Marlboro' Depot, Marlboro', Keene, East Westmoreland, Westmoreland Depot, and Walpole, to Bellows Falls, Vermont.

From Fitchburg, by West Fitchburg, Westminister, Ashburnham, Ashburnham Depot, Gardner, South Gardner, Baldwinsville, South Royalston, Royalston, Athol, Athol Depot, Orange, Wendell Depot, Erving, Grout's Corners, Northfield Farms, Northfield, West Northfield, and Vernon, Vermont, to Battleboro'.

From Franklin, by West Wrentham, to Diamond Hill, Rhode Island.

From Great Barrington, by North Egremont, to Alford.

From Great Barrington, by Hartsville, Mill River, New Marlboro, Sandisfield, North Colebrook, Connecticut, and Colebrook, to Winchester.

From Greenfield, by Montague Canal, to Grout's Corners.

From Greenfield, by East Shelburne, Colerain, Adamsville, and Health, to Rowe.

From Greenfield, by Shelburne, Shelburne Falls, East Charlemont, Charlemont, and Florida, to North Adams.

From Groton Depot, by Forge Villaye, to North Chelmsford.

From Groton Depot, by Shirley, and Townsend Harbor, to Townsend.

From Groton Junction, by Forge Village, Westford, West Chelmsford, and North Chelmsford, to Lowell.

From Groton Junction, by West Groton, Townsend Harbor, Townsend, West Townsend, and Mason, New Hamsshire, to Mason Village.

From Haverhill to Bradford.

From Haverhill, by East Haverhill, West Amesbury, Amesbury, and Salisbury, to Newburyport.

From Hingham, by North Cohasset, to Hull.

From Hingham, by South Hingham, West Scituate, and South Scituate, to North Marshfield.

From Hinsdale, by Winchester, West Winchester, Westport, Swansea, and West Swansea, to Keene.

From Holliston, by Medway, Franklin, West Wrentham, Diamond Hill, (Rhode Island,) and Valley Falls, to Pawtucket.

From Holmes's Hole, by West Tilsbury, to Chilmark.

From the Junction to Watertown.

From Kingston, by North Plympton, and East Middleboro', to Middleboro'.

From Lawrence, by North Andover, West Boxford, Georgetown, and Byfield, to Newburyport.

From Lawrence, by Methuen, to Salem, New Hampshire.

From Lexington, by Bedford, Carlisle, and Westford, to Forge Village.

From Lexington Depot to Bedford.

From Lowell, by Carlisle, to Concord.

From Lowell, by Tewksbury, to Lawrence.

From Medfield, by East Medway, to West Medway.

From Middleboro', by Rock, South Middleboro', West Wareham, Wareham, East Wareham, North Sandwich, Monument, and West Sandwich, to Sandwich.

From Milbury, by Sutton, to West Sutton.

From Milford, by South Milford, to Bellingham.

From Milford, by Mendon, to Uxbridge.

From Monument, by Pocassatt, North Falmouth, and Falmouth, to Wood's Hole.

From Nahant to Lynn.

From Natick to Laxonville.

From Nantasket Depot, by North Cohassett, to Hull.

From New Bedford, by Wood's Hole, and Holmes's Hole, to Edgartown.

From New Bedford, by Dartmouth, South Westport, Adamsville, Little Compton, Rhode Island, and Tiverton Four Corners, to Tiverton.

From New Bedford, by Fair Haven, Mattapoisett, and Sippican, to Wareham.

From New Bedford, by North Dartmouth, Westport, Fall River, Swansea, North Swansea, and South Seekonk, to Providence, (Rhode Island.)

From New Bedford, by Wood's Hole, and Holmes's Hole, to Nantucket.

From Newburyport, by West Newbury, Groveland, and Bradford, to Haverhill.

From Newburyport, by Salisbury, Amesbury, and Kensington, New Hampshire, to Exeter.

From New England Village Depot, by New England Village, to Grafton.

From Northampton, by Leeds, and Haydensville, to Williamburgh.

From Northampton, by West Hampton, and Norwich to Chester Village.

From Northampton, by Hadley, Amherst, North Amherst, Sunderland, and Montague, to Grout's Corners.

From Northampton, by East Hampton, to Southampton.

From North Andover, by West Boxford, Georgetown, and Byfield, to Newburyport.

From North Abington Depot, by East Abington, Hanover, and Pembroke, to West Duxbury.

From North Adams, by Williamstown, and Pownal, to Bennington, Vermont.

From North Danvers, by Topsfield, Boxford, Georgetown. and Bradford, to Haverhill.

From North Wrentham, by Rockville, to Medway.

From Orange, by North Orange, and Warwick, to Winchester, New Hampshire.

From Palmer, by Three Rivers, Belchertown, and South Amherst, to Amherst.

From Palmer, by Thorndike, to Ware.

From Palmer, by Brimfield, Fiskdale, Sturbridge, and Globe Village, to Southbridge.

From Palmer, by Bond's Village, Enfield, and Greenwich, to Greenwich Village.

From Pittsfield, by Lenox, to Lee.

From Pittsfield, by Lanesboro', New Ashford, and South Williamstown, to Williamstown.

From Pittsfield, by Cheshire and Adams to North Adams.

From Railroad Depot, by Southborough, to Marlborough.

From Railroad Depot, by Stoughton, North Easton, and South Easton, to Easton.

From Railroad Depot, by Chester Factories, Brecket, Otis, West Otis, and Monterey, to Great Barrington.

From Rehoboth, by North Rehoboth, to Attleboro'.

From Rollinsford to Great Falls.

From Russell, by Blanford, to North Blanford.

From St. Johnsbury to North Danville.

From Salem to Marblehead.

From Salem, by Danversport and Middletown, to Lawrence.

From Salem, by Danvers and Danversport, to North Danvers.

From Salem, by Beverly Farms and Manchester, to Gloucester.

From Sandwich, by Sandwich, Cotuit, Cotuit port, Marston's Mills, and Osterville, to Centreville.

From Sandwich, by West Barnstable, Barnstable, Yarmouthport, Yarmouth, Dennis, East Dennis, West Brewster, Brewster, East Brewster, Orleans, Eastham, North Eastham, South Wellfleet, Wellfleet, Truro, and North Truro, to Provincetown.

From Springfield, by Chicopee, Williamansett, and South Hadley Falls, to South Hadley.

From Springfield by Williamansett, Ireland Depot, Northampton, Hatfield, East Whatley, Whatley, South Deerfield, Deerfield, Greenfield, and Bernardston, to Northfield Junction.

From Sheffield, by South Egremont, North Egremont, Green River, (New York,) Austerlitz, and Spencertown, to Chatham Four Corners.

From State Line Depot, by West Stockbridge, Stockbridge, and South Lee to Lee.

From Shelburne Falls, by Buckland, Hawley, and South Hawley, to Plainfield.

From Springfield, by Chicopee, Williamansett, Holyoke, Northampton, Hatfield, East Whatley, Whatley, South Deerfield, Deerfield, Greenfield, Barnardston, West Northfield, Hinsdale, West Winchester, (New Hampshire,) Winchester, Westport, West Swanzey, and Swanzey, to Keene.

From Springfield, by Chicopee, to Chicopee Falls.

From Sterling Junction, by Sterling and Leominster, to Fitchburg.

From South Acton Depot, by Stow Rockbottom, Feltonsville, Berlin, and Boylston, to West Boylston.

From South Braintree Junction, by Randolph, East Randolph, East Stoughton, North Bridgewater, Cambello, West Bridgewater, Bridgewater, North Middleboro', Middleboro', Myrickville, and Freetown, to Fall River.

From South Deerfield, by Conway, Ashfield, Plainfield, and Savoy, to Adams.

From South Abington Depot, by South Abington, and East Bridgewater, to Bridgewater.

From South Framingham, by Holliston and Braggville, to Milford.

From South Framingham to Framingham.

From Taunton, by Myrickville, to New Bedford.

From Taunton, by North Dighton, Dighton, and Somerset, to Swansea.

From Taunton, by Norton and Mansfield, to Mansfield Junction.

From Townsend, by New Ipswich, (New Hampshire,) to Peterborough.

From Warren, by Brimfield, to Wales.

From Wendell Depot, by Wendell, Lock's Village, and North Leverett, to Montague.

From West Barnstable, by Hyannis and West Yarmouth, to South Yarmouth.

From West Barnstable, by Hyannis, to Hyannisport.

From West Brookfield, by New Braintree, to Hardwick.

From West Brookfield, by Ware and Enfield, to Amherst.

From Westfield, by East Granville, West Granville, Tolland, and New Boston, to Sandisfield.

From West Newton, by Newton Upper Falls, Grantville, [and] Needham, to Dover.

From West Cambridge, by East Lexington, to Lexington.

From Westborough Station, by Northborough, to Shrewsbury.

From Weston Depot, by Weston and Wayland, to Sudbury.

From Whitinsville to East Douglass.

From Williamsburg, by Goshen, Cummington, Cummington West Village, East Windsor, and Windsor, and Hinsdale, to Hinsdale Depot.

From Williamsburg, by Chesterfield, West Chesterfield, Worthington, West Worthington, and Peru, to Hinsdale.

From Winchester to Woburn.

From Woburn, by Burlington and Bellerica, to Lowell.

From Worcester, by Clappville, Charlton Depot, Spencer, East Brookfield, Brookfield, West Brookfield, Warren, Palmer, Collins' Depot, Ludlow, Springfield, West Springfield, Mittineague, Westfield, Russell, Chester Village, Chester Factories, Bancroft, North Becket, Washington, Hinsdale Depot, Hinsdale, Dalton, Pittsfield, West Pittsfield, Richmond, Flat Brook, (New York,) Canaan Four Corners, Canaan, Canaan Centre, Chatham Four Corners, Chatham Centre, Niverville, Schodack Depot, and Greenbush, to Albany.

From Worcester, by Paxton, West Rutland, Smithville, Barre Plains, Barre, Petersham, and North New Salem to Orange.

From Worcester, by West Boylston, Oakdale, Clinton Sterling, Lancaster, Harvard, South Groton, Groton, Pepperell, and East Pepperell, to Nashua, New Hampshire.

From Worcester, by Kolden and North Rutland, to Rutland.

From Worcester, by Paxton, Coldbrook, Barre, Petersham, North New Salem, and Wendell, Depot, to Warwick.

From Worcester, by Paxton, Coldbrook, Barre, Petersham, North New Salem, Wendell Depot, Northfield, and Vernon, (Vermont,) to Brattleboro'.

From Yarmouth, by South Yarmouth, West Dennis, South Dennis, West Harwick, Harwick, Harwichport, South Harwich, Chatham, and North Chatham, to East Harwich.

RHODE ISLAND.

From Bristol, by New Castle, to Pamaquid,

From Chepacket to Burrillville.

From Coventry, by West Greenwich, to Pine Hill.

From Coventry, by Potterville, to Rice City.

From Kingston Depot, by Usquepaugh, to Brand's Iron Works.

From Nooseneck Hill, by West Greenwich Centre, Eskoheag, and Voluntown to Campbell's Mills.

From Newport, by Jamestown, Narragansett, Tower Hill, Wakefield, Perryville, Charlestown, and Quonochontaug, to Westerly.

From Pawtuxet to Warwick Neck.

From Providence, by Knightsville, Natick, Centreville, Coventry, West Greenwich, Pine Hill, Brand's Iron Works, Hopkinton, North Stonington, (Connecticut,) Mystic, Centre Groton and Groton, to New London.

From Providence, by Lippett, to Fiskville.

From Providence, by Pawtuxet, Warwick, and East Greenwich to Wickford.

From Pawtuxet to Warwick Neck.

From Providence, by East Greenwich, Wickford, Kingston, Shamrock Mills, Carolina Mills, Dorrville, and Westerly, to Stonington, Connecticut.

From Providence, by Centredale, Greenville and Chepachet, to Pascoag.

From Providence, by North Scituate, South Foster, and South Killingly, Connecticut, to West Killingly.

From Providence, by North Scituate, Foster, and East Killingly, Connecticut, to Killingly.

From Providence, by Pawtuxet, Valley Falls, Lansdale, Lime Rock, Albion, Manville, Cumberland Hill, Woonsocket Falls, Blackstone, Massachusetts, Slatersville, Rhode Island, Millville, Massachusetts, Uxbridge, North Uxbridge, Whitinsville, Northbridge, Farnumsville, Sandersville, Wilkinsonville, and Milbury, to Worcester.

From Providence, by Vue de l'Eau, Barrington, Warren, Bristol, and Portsmouth, to Newport.

From Providence, by Olneysville, So. Scituate, Mount Vernon, Rice City, Sterling, Connecticut, and Moosup, to Central Village.

From South Scituate, by Claysville, to Foster Centre.

From Wakefield, by Peacedale and Kingston, to Kingston Depot.

From Warwick Depot, by Warwick, Natick, and Phœnix, to Hopeville.

From Warwick Depot, by Warwick, Centreville, and Anthong, to Coventry.

From Westerly, by Potter's Hill and Ashaway, to Hopkinton.

CONNECTICUT.

From Allyn's Point, by Norwich, Greenville, Jewett's City, Plainfield, Central Village, West Killingly, Killingly, Quinebaug, Thompson, Fisherville, Webster, Massachusetts, Oxford, and Auburn, to Worcester.

From Andover, by Gilead and Hebron, to Colchester.

From Bethel, by Redding, Redding Ridge and Easton, to Bridgeport.

From Bethel, by Cold, Spring, Monroe, and Huntingdon, to Derby.

From Bethel, by Cold Spring to Derby.

From Bridgefield, by Lewisborough, (N. York,) Vista, Smith's Ridge, Connecticut, New Canaan to North Stamford

From Bridgeport, by Trumbull and Trumbull Long Hill, to Stepney.

From Bridgeport, by Stepney Depot, Cold Spring, Newton, Hawleyville, Brookfield, New Milford, Gaylord's Bridge, South Kent, Kent, Cornwall Bridge, West Cornwall, Falls Village, South Canaan, Canaan, Ashley Falls, (Massachusetts,) Sheffield, Great Barrington, Van Dusenville, and West Stockbrdige, to State Line.

ASHEVILLE NEWS.

BY THOMAS W. ATKIN.

ASHEVILLE, N. C.

Thursday, February 1, 1855.

FRENCH BROAD RAIL ROAD BILL.

The following is the vote by which this Bill passed its third reading in the House of Commons:

AYES—Messrs. J. Barnes, Baxter, Black, Blow, Bryant, Bullock, J. B. Bynum, D. F. Caldwell, Cansler, Chadwick, Cotton, Daniel, Dargan, Davenport, Eure, Flynt, Furr, Garland, Gentry, Geo. Green, M. Green, Harrison, A. D. Headen, J. H. Headen, Hill, Holland, Horton, Jarvis, Jenkins, Johnson, Jones, Jordan, Lancaster, H. Leach, Long, McMillan, Mann, Myers, J. W. Neal, Norment, Patterson, Regan, Russell, Selby, Settle, Shaw, Shepherd, Shipp, Singletary, Smallwood, Stubbs, Sutton, Thornburg, Vance, Watts, Waugh, S. M. White, Whitlock, Wilkins, B. F. Williams, C. W. Williams, D. Williams, S. A. Williams, Winston, Wright, Yancy—67.

NAYS—Messrs. A. Barnes, Bryson, J. G. Bynum, Craven, Daughtry, Gorrell, J. M. Leach, Love, McDuffie, McKesson, March, Mordecai, S. J. Neal, Parks, Patton, Perkins, Rand, Rolen, Rose, Sharpe, Sherrill, Simmons, Smith, Whitaker, L. Whitfield, N. B. Whitfield—27.

DAVIDSON COLLEGE.

We learn from various sources that an unfortunate difficulty has occurred between the students and faculty of Davidson College, which has resulted in the suspension of the exercises of that institution for the present. The President of the Board of Trustees has published a statement in relation to the matter, from which it would seem that the trouble grew out of the suspension of one of the under graduates, whose recall was demanded by his brother students, because, as they said, his suspension was unjust. The faculty refused their demand, and the students left in a body.

☞The South Carolina Legislature, at the late session, passed a bill to allow the president of the State Bank to veto the decisions of the directors.

FAMILY MURDERS. The New York Herald says: In connexion with murders, we find, by reference to our record, that there were killed during the past year—

Wives by their husbands,	36
Husbands by their wives,	6
Children by their parents,	21
Parents by their children,	5
Brothers by brothers,	3

☞From a statement published in the American Railway Times of the railroads in the United States, we make up the following summary:

Miles in operation,	21,310
Miles in course of construction,	16,975
Cost,	$621,316,303

The State of New York alone has invested $111,882,503 in railroads. Pennsylvania is put down at $94,657,675.

☞The Legislature of Arkansas has passed a bill prohibiting the circulation of bank notes in that State of a less denomination than five dollars.

☞Hon. H. W. Hilliard is announced as an independent candidate for Governor of Alabama.

☞The Richmond Dispatch has been shown the *first* egg of a Shanghai pullet, which egg was six inches in circumference and three inches long.

THRIFTY RASCALS. The Michigan papers assert that the prisoners in the Penitentiary at Jackson have actually been engaged in the manufacture of bogus coin, and by the aid of accomplices outside the walls, have put the same in circulation.

SENSIBLE. The New York Associate Reformed Presbyterian Church has adopted a rule in the Synod that the title of D. D. shall not hereafter be attached to the names of any of their ministers.

☞The State debt of Indiana amounts to something over $7,000,000.

☞Camp meetings originated among the Presbyterians of Kentucky. The first meeting was held near Gooseberry river, in July, 1800.

INVALUABLE REMEDIES. Here are a few simple remedies for very prevalent disorders, which we have no hesitation in recommending as infallible:

For sea sickness—stay at home.
For drunkenness—drink cold water.
For accidents—keep out of danger.
To make money—advertise in the papers.
To keep out of jail—pay your debts.
To be happy—subscribe for a newspaper.
To please all—mind your own business.
To have a good conscience—pay the printer.

A young correspondent of the New York *Herald* took a letter to Mr. Henry A. Wise, of Virginia, and came down to that State to attend and report the varrious meetings to come off under Mr. W.'s engagements on the stump. He delivered his letter of introduction at Petersburg, and was accommodated to a beautiful seat directly in front of the audience. The reader will presently see how the hopeful candidate for Governor of the Old Dominion in this dispayed that wonderful sagacity and foresight for which he is so justly celebrated. For directly in his speech, in alluding to the most unreasonable opposition he has received at the hands of various officious outsiders, he suddenly opened upon James Gordon Bennett, and for a few minutes gave the finest illustration of what penny-a-liners call "withering sarcasm," that has lately been heard of—branching off at last on the poor reporter, who had the impudence to come in the manner of a carrion bird, to prey upon him. It is not known whether Mr. Wise considers himself so nearly deceased as to be necessarily an attraction for such species of the feathered tribe; but it is supposed that the effect upon the unfortunate young man's mind was little short of tremendous. He has only lived in New York heretofore, and so, of course, couldn't be used to such things. He could'nt stand the "Virginia indignation, which he saw apparent in every eye," and so it is very reasonably asserted that he gathered up his papers, and saved himself by a speedy flight.—*Charleston Standard.*

SINGULAR AND FATAL ACCIDENT.—We learn that on Tuesday last, an accident occurred in Duplin, at the steam mill of Mr. Halstead Bourden, about three miles from Kenansville, which caused the death of one man and the severe injury of two others.—The mill above alluded to, has a grist attached, of Harrison's Patent; and while in full operation the running stone burst into pieces, striking Mr. John Rogers, the miller and killing him on the spot, and injuring two negroes very severely. Mr. Rogers is a poor man, and leaves a wife and five children in destitute circumstances.

We have heard of accidents of a similar character, but this is the first of the kind that it has been our lot to chronicle.—*Wilmington Herald.*

The gross receipts of the *Wilmington and Manchester* Railroad for the last twelve months foot up three hundred and thirty thousand dollars, and the net profits one hundred and forty thousand dollars, being equal to seven per cent. upon the whole cost of the work, stock and loans included.

The office of the Milton Spectator is offered for sale.

Earn before You Spend.

Boswell, in his life of Johnson, tells a story of a Mr. Langton, an acquaintance of the great lexicographer, who maintained a household in style of elegance and even luxury, apparently far beyond his means, simply because he never purchased anything until he had the money to give for it. The celebrated John Randolph is well known to have said, that there was one maxim worth more than all other, for the conduct of life, and that was "pay as you go." As the experience of every man, who has lived to the age of forty, coincides with this opinion, it seems, at first, astonishing that so many people fall into pecuniary difficulties, in consequence of spending before they have earned. But, in the flush of youth, present enjoyment is nearly all that is thought of; the future is dismissed with a shrug; every effort is made to forget the cold counsels of wisdom. It requires, therefore, that the great truth which we have placed at the head of this article, should be constantly obtruded on the public mind, and should be enforced again and again. Not only individuals, indeed, but States, nations, and communities of every size, suffer by neglecting the golden maxim.

Why is so much specie now going to Europe? Because the country at large has been spending money for French silks, French wines, and foreign luxuries, before it had earned the solid cash to pay for them. If we had waited until we had sold enough grain, cotton and provisions; in other words, if we had kept our importations within our probable exports, we should not now be compelled to send such enormous quantities of gold abroad. Why are so many persons complaining that money is "tight?" Because they have either been spending what they have not earned, or debtors, who having done so, are not able to "pay up." In short all our existing evils can be traced back, directly or indirectly, to the violation of this golden maxim. There is no touchstone to prevent extravagance like that of paying cash for everything. If a housekeeper divides her income into weekly sums, and spends daily no more than that day's proportion, she is sure never to get behindhand. If the merchant, mechanic, operative, or retired gentleman, estimates what he can afford to spend annually, and rigidly pays cash, there is no danger of his becoming bankrupt through excessive expenditure.—What the safety-valve is to the steam engine that is the maxim, "earn before you spend," to commence life. If you "pay as you go," you will always be independent, always your own master, because never in debt.

It is said that 83,000 hogs and 27,000 horses and mules have passed through Mount Airy within the last eight years, seeking a market in North Carolina. This, at a moderate calculation, is estimated at the cost to the State of $3,457,070, and nothing said of what has come in other directions. The inference from this was, that "until the people would learn to furnish their own provision markets, the State would have to continue to be known by the soubriquet of of 'poor old North Carolina.'"

N. P. Willis, in a late article in the Home Journal says that there is more suffering and misery in some families of apparent wealth in New York during these hard times, but whose pride will not allow them to acknowledge it, than even among the poorer classes.

HORRIBLE DEATH.—Daniel Tracy, brother of the representative in Congress of that name from Vermont, fell into a soap boiler, at Mr. Aston's manufactory, at Columbus, Ohio, and was scalded so badly as to cause his death soon after.

There are thirty nine night schools in Philadelphia, which are attended by 5,385 pupils.

The young man Baker, who was recently convicted at Detroit for participation in the burglary on a store, and an attempt to kill the clerk, has been sentenced to fifty years imprisonment. He will then have the privilege of beginning the world anew in the twentieth century, at the mature age of 68, he being now 18 years old.

AN ENORMOUS CRAP.—Elijah Moore, a Virginia farmer, who removed to Iowa, took the premium for corn, at the *Washington* county fair. He raised one hundred and twenty bushels to the acre.

A correspondent of the New York Times records the death of Hon. *William Rufus Putnam* of Ohio, at the age of ninety-three. He was one of the pioneers who commenced felling the forest at Marietta, in 1788 and '90, and for sixty years was an inhabitant of the "*North West Territory*," a territory now containing many millions, and occupied several of the highest stations of usefulness and honor.

The "dead letter" bureau of the general post office department continues to increase in efficiency and importance. During the quarter of the year which terminated on Saturday evening, 2278 letters, which contained money, were found by the openers and handed over to the clerk charged with registration. The total amount was $13,785—and about seven-eights of it has been restored to the lawful owners. One hundred and seventy bags—each containing six bushels of opened dead letters, the work of the last quarter—were conveyed to the suburbs of the city and destroyed by fire.

A street preacher has appeared in St. Louis, who proclaims that he is Joe Smith, of Mormon memory, come to life again to Mormonize the world.

'How was Adam got out of Paradise?' asked a Sunday School teacher recently of a pupil; "why he was *snaked out.*"

ASHEVILLE NEWS.

BY THOMAS W. ATKIN.

ASHEVILLE, N. C.

Thursday, February 1, 1855.

☞Last Saturday's Spectator contained an article nearly three columns in length to establish its previous charge, viz: that we are opposed to the French Broad Rail Road.—The substance of this windy document is that Mr. Erwin, in the Rail Road Convention at this place two years ago, expressed himself favorable to the extension of the Central road, rather than to the building of the French Broad. In justice to Mr. Erwin we will state that our recollection of his position on that occasion is, that he was not at all opposed to the French Broad Road, except in so far as it conflicted with, and was likely to, retard the extension of the Central road—regarding the latter as a great State enterprise, upon which the prosperity of the whole commonwealth depended.

We now come back to the matter in hand. The Editor of the Spectator, after establishing very conclusively, as he no doubt thought, Mr. Erwin's hostility to the French Broad Road, triumphantly claims to have proved his point, and to have convicted the News of hostility to that enterprise! Now this would be a crushing argument if it were not for the trifling and unimportant fact that Mr. Erwin is not now the Editor of the News, and in no wise responsible for our course, nor we for his! It is a great pity this fact exists, as it spoils entirely the beauty and force of his most beautiful argument. The Editor seemed to have anticipated this difficulty, for he proceeded to prop his assumption with a declaration of the convincing fact that he had seen no "valedictory" from Mr. E.; and furthermore, supposed his name had been left out of the paper for some months by *accident!* This is what might very properly be termed travelling a great distance for a small comfort!

The Editor of the Spectator in confounding Mr. Erwin and the News, attempted a piece of artful deception. The gauze, however, was too thin—the deception too apparent, and the bantling conceived and sent forth to cripple the News, has already returned home to roost, having found no rest for the sole of its foot among honest men.

Suppose, for a moment that the Editor really believed Mr. Erwin to be the Editor of the News, does he not know that that gentleman is now absent, and has been for some weeks past—and would it not have been more magnanimous to have waited for his return, before attacking him? This, though, is only a matter of taste, upon which we are disinclined to waste words.

Mr. Erwin does not need any one to defend him. He is abundantly able to take care of himself; and he is, moreover, the last man on earth to shirk any position he believes right. It has been a source of regret to us that his engagements are such as to forbid his devoting the required time to the News. If it could have been so, his connection with the paper would have continued, greatly to our satisfaction.

As to what we think of Col. Thomas, although regarding the question impertinent as well as irrelevant, we will say, he has manifested a degree of zeal and energy in advancing the interests of his constituents, which, had it been imitated by the French Broad delegation in past years, would have secured us not only the charter but the road. He does not represent us, and we disclaim any right to sit in judgment upon his conduct as a legislator. He has done a great deal for his district, and we imagine if he were to err once, or even twice, his people would hesitate before discharging so faithful a servant for a slight offence.

As to our political course before the editor of the Spectator "set foot in Buncombe," we opine it will be better to handle that matter softly, as we have no doubt it will compare favorably with *his*, previous to that interesting period.

☞Hon. W. S. Barry, of Mississippi, has our thanks for a copy of his speech on Know Nothingism, delivered in the House of Representatives, Dec. 18.

Served Him Right. Britton, of the Greeneville (Ten.) Spy, publishes the Hon. Fayette McMullin, M. C. from Virginia, for refusing to pay for the Spy, after reading it three years.

☞It is stated that the Panama Railroad will be open from ocean to ocean, in a few days.

☞The editor of the Knoxville Standard has been informed that the work upon the Rabun Gap railroad will in a few days be commenced in the immediate vicinity of that city.

☞The Bill for the Eastern extension of the North Carolina railroad, passed its third reading in the House of Commons, by a vote of 88 to 22.

☞Hon. John S. Wells has been appointed U. S. Senator from New Hampshire, vice Mr. Norris, deceased.

POST OFFICE ROUTES.

We publish this week proposals for the different mail routes in this State, west of Salisbury. This advertisement may not be very interesting to our readers, generally, but it is quite refreshing to us.

Now is the time for the citizens of Haywood, Jackson and Macon to move in the matter of a Stage line from this place to Franklin, and thence to Ellijay, Ga., or to Ducktown, Tenn. The "Franklin mail," as it is termed, is, we believe, the heaviest mail made up at this place, and it ought to be carried in hacks, rather than on horseback.

If those who are immediately interested would act promptly in the matter, a semi-weekly, perhaps tri-weekly, line of stages might be secured. By extending the line to Ellijay, thus tapping the great thoroughfares, a large amount of travel would doubtless be thrown over the proposed route. This improvement is urgently demanded by the public necessities, and we trust an effort will be made to accomplish it.

It will be observed that the Post Master General invites proposals for a daily line from this place to Salisbury. Let us have it, at any reasonable cost.

SHAN'T DO IT.

We have received from some unknown person a document "Asking for certain Reforms in the laws relating to slaves and free persons of color," with a request to obtain signatures to it and forward to our representatives in the legislature. Among the "reforms" asked for is the repeal of the law forbidding the instruction of slaves. We will not sign this document, nor recommend any one else to do so. If solicited, we might be induced to sign a memorial praying that the authors of it be allowed lodgings in the Lunatic Asylum!

"RENEGADES."

When you hear a fellow talking about "renegade whigs," ask him if he is acquainted with ex-Gov. John M. Morehead, and Hons. Willie P. Mangum and William A. Graham, all *now* distinguished and leading Whigs—and if he knows they were all *once* distinguished and leading Democrats? If it is a crime *now* for a man to abandon a party, when he has good and sufficient reasons, as he thinks, for doing so, it was a crime *then*. Let no favor or partiality be shown, therefore; but let Messrs. Graham, Morehead, Mangum, and the *ballance of the rascals*, swing on the same gibbet!

FRENCH BROAD ROAD.

The passage of the Bill through the Commons, chartering this Road, has excited a lively interest in South Carolina, and the press of that State gives us every assurance that we could desire of the active co-operation of her people in this great enterprise. Maj. Perry, of the Patriot, declares he is still a warm friend of our Road, and as a member of the Legislature, would vote the means of the State to aid its construction. He does not regard it as conflicting at all with the Rabun Gap Road, and desires to see both succeed.

COMPLAINTS.

A subscriber at Franklin complains of the irregularity with which he receives the News. Another at Mt. Airy, in Surry, makes the same complaint. Gentlemen Post Masters, do be a little careful to send the News along, and to send it the right way—*if you please.*

☞On Sunday last we had a regular built, old fashioned snow. It continued to fall during the entire day and at "this present writing," Monday evening, the mountains and vallies are dressed in a robe of spotless white. The sun is out, however, and it will soon be dissipated, gone forever.

DEATH OF TWO CLERGYMEN—SINGULAR FATALITY.

We find in the Columbia Times of the 26th, a telegraphic despatch, dated Charlotte, N. C., Jan. 25:—"The Rev. Cyrus Johnson, D. D., of this town, died very suddenly of appoplexy, this morning, in an omnibus whilst going to the Railroad Depot. He was on his way to Fort Mills for the purpose of marrying a gentleman and lady this evening. He was the second clergyman who had been engaged to perform the ceremony. The Rev. A. S. Watts, who had been engaged for the same purpose, died on the day appointed for the wedding, and was buried yesterday. Dr. Johnson will be buried to morrow."

☞Snow is said to be six feet deep in some of the northern towns of New Hampshire.

☞The Senate of the United States has passed a bill for the relief of the representatives of Baron de Kalb, appropriating sixty six thousand and ninety nine dollars for that purpose.

☞Mr. Butt Hewson, who recently challenged Prentice, editor of the Louisville Journal, to an entertainment of "pistols for two and a coffin for one," has been indicted therefor by the grand jury of Little Rock, Ark.

☞The engine "Hamilton Davis," with six cars attached, ran *fourteen* miles in *eleven* minutes, a few days ago, over the New York Central railroad.

☞Some of the Pennsylvania journals are advocating the removal of the capital of that State from Harrisburg to Philadelphia.

Good News!

Just before going to press we have the gratifying intelligence that the Bill for the Western Extension of the Central Road has passed its third reading in the Senate. It confidently believed that it will pass the H. of Commons. The day that shall witness the ratification of this measure, will be the brightest that ever dawned on North Carolina.

The Wilmington and Charlotte Railroad Bill passed its third reading in the Commons on the 24th, by a vote of 65 to 48. The Bill was amended so as to terminate at Rutherfordton.

We have not had a Raleigh paper in a week, and for all the information we get, we are indebted to the Southern route for it.—The information we have this morning was telegraphed to Columbia, and thence to the Democrat, at Charlotte.

☞The Spectator wishes to know what *we* think of Mr. Clingman's speech on mediation. We told the public some weeks ago what we thought of it; but to gratify our whimsical neighbor we repeat that in our judgment it is a production alike honorable to the head and the heart of its distinguished author. We, as a people, have received the benefit of English and of Russian mediation, when engaged in national difficulties, and that there is anything improper, or calculated to lead us into a broil, in the offer of a peaceful mediation, we are not prepared to believe.—We go as far as the farthest in condemning entangling alliances and hostile interference in the business of other "*pe ebles*," but Mr. Clingman's proposition was nothing of this kind. It is understood that an intimation had been received from the French Government, that an offer of mediation would be declined; and in consequence of this intimation, the subject has been dropped.

A nation great intellectually, morally and physically, we owed it not only to ourselves, but to the cause of humanity the world over, to make an effort, by the interposition of a kindly office, to stay the butchery which is now desolating Europe. The offer being declined, we are freed from responsibility in the matter.

If our neighbor can "pan" anything out of this, to serve his purpose, he is welcome to it.

So they Go.

The Know Nothings having elected one Gardner to the Executive chair of Massachusetts, his first Message was looked for with very considerable interest. It was to be a sugar-plum for the South! It was to be so rounded, and gilded, and sweetened, that the Southern Know Nothings could swallow it down without any wry faces whatsoever—so conservative, so patriotic, so tender upon the subject of Slavery, that the South was to be persuaded that the Ethiopian could change his skin, and that a Massachusetts Governor could respect the laws of his country.

Well, the Message has come, and it is not a sugar-plum, after all. This conservative Governor Gardner has said exactly what we have always predicted. He has taken strong ground *against* the Nebraska bill, complains of the *aggressions of slavery*, and thinks that something ought to be done to give more efficiency to the act of *habeas corpus*, and more protection to the *trial by jury*. That is to say, in plain English, he wishes a fugitive slave to be tried by a jury of Massachusetts Abolitionists, before he can be delivered to his owner.

So they go! These are the views of a Know Nothing Governor. So they go! This is the Message which was sent in to the Know Nothing Legislature, which gave the Abolitionist, Theodore Parker, 125 votes for chaplain.

The next thing on the programme is the re-election of Wm. H. Seward by Know Nothing votes. Who offers bets to the contrary?

Bravo, Southern Know Nothings! these are your allies.—*Macon Ledger.*

Five hundred bushels of potatoes can be raised on one acre of land in Texas. One hand can cultivate ten acres. They will average fifty cents per bushel. So says the Galveston News.

It is chiefly young ladies of narrow understanding who wear shoes too small for them.

A number of secret political organizations have recently sprung up in Cincinnati in opposition to the Know Nothings, which are known respectively by the names of "Know Somethings," "Sag Nicht," "Owls," and "Flatirons."

The price of advertising in the London Illustrated News is six cents per word. The London Times has recently largely increased its rates, which, when compared with those of American newspapers, are enormous.

The Boston Courier, with great truth, remarks that "the United States export more of the real necessaries of life, and import more of the unnecessary articles than any other nation in the world."

A few days ago, the editor of the Shelbyville (Mo.) Spectator died from eating oysters cooked in a new brass kettle. It is supposed that the "brass" proved fatal, editors being a proverbially modest class of men. It would not have affected a lawyer.

Sunday Amusements.—The following appears in a Calaveras (California) country paper:

"A grand bull-fight and a fight between a bear and a jackass will take place on Sunday next, December 10, at Mokelumne Hill.—The proprietors regret that the exhibition last Sunday was not satisfactory to the public; but they pledge themselves that on the coming occasion they will give satisfaction. The performance will commence with a fight between two bulls; next a woman will be introduced, who will fight with and kill one of the wildest bulls that can be obtained from the Posada Ranch. The whole to conclude with a fight between a bear and a jackass.—Doors open at 12, and performance to commence at 2 o'clock p. m. Tickets $1 50."

Washington, Jan. 19, 1855.

The Gallipagos Treaty is a fixed fact, and Turtledom is ours. The treaty negotiated by Mr. Philo White, with the government of Equador, is actually in the State Department, though it has not yet been laid before the Senate.

The provisions of the treaty are said to require that the U. S. government shall loan three millions of dollars to the republic of Equador, without interest, taking a lien upon the Islands for its re-payment. So it is not to be a nominal, but a substantial acquisition.

The vessels from the United States are to have free access to the Islands, and the guano deposits are to be free to our people, at a very low rate of duty.

These deposits, though called guano in the treaty, are not so in fact. They are deposits not of birds, but of turtles, and are approved, it is said, upon experiment, as equally valuable by chemists and agriculturalists. If all these conditions be true, the contract will be vastly beneficial to our agricultural interest, and for plasters as well as farmers.

The terms of the contract may be objectionable, though I presume it may be made to appear that, as a matter of business, they are advantageous to this country. There is a penal colony on the islands, but we do not propose to bring that away, though the government of Equador would be obliged to us if we would.

Our guano fleets will also be exposed to the almost perpetual calms that prevail in that quarter, but this will only give employment for our steamtugs.

If the agricultural interest approve of this contract it may be confirmed. It will employ a great number of vessels and of seamen, as well as laborers. It will break up the monopoly of the Peruvian guano, and bring the price of this almost indispensable article within the limits of the means of all our farmers on the Atlantic coast, as well as of the cotton planters, who begin to require it for their cotton.—*Cor. of the Baltimore Sun.*

Miss Emma R. Coe has commenced the study of law in Philadelphia. Wonder if she would like a *Coe*-partner, when she completes the study.

The Hon. John Bell, Senator in Congress from Tennessee, is named in a Pennsylvania paper, as a candidate for the Presidency, and the Hon. Abbot Lawrence, late Minister to England, for Vice President.

All Military Companies, in Boston, composed of foreigners, have been disbanded by order of the Governor.

Mineral Wealth of Spartanburg Dist.—We have before us a remarkably rich specimen of Lead ore, from a mine of Col. E. C. Lightner of Spartanburg. The vein is found a little below the surface, is about four feet in width, its depth unknown, and has been traced for more than half a mile. The specimen to which we have referred, was taken from the vein at the depth of twenty-six feet from its surface, and is almost entirely pure metal—119 lbs of the ore having yielded 103 lbs of lead, with traces of silver.—The lands of Col. Lightner are about sixteen miles eastward of Spartanburg village, to which there is a good wagon road, and in addition to this immense deposit of lead, contain other mines of lead, copper, and gold, all of which, there is no doubt, can be worked with profit. The vein is one of the richest that has yet been opened in any part of the United States, and we question whether there is any mineral district in the country which offers greater inducements for the investment of capital than the locality alluded to.

The specimen of lead ore may be seen by calling at our office to-day.—*Mercury.*

Queer matrimonial freak.—A letter from a citizen of Livingston county, Kentucky, to the Danville Tribune, relates the following bit of family history in that neighborhood:

"A widow lady took an orphan boy to raise, quite small, and when he arrived at the age of eighteen she married him, she then being in her fiftieth year. They lived many years together happy as any couple. Ten years ago they took an orphan girl to raise. This fall the old lady died, being ninety-six years of age, and in seven weeks after the old man married the girl they had raised, he being sixty-eight years old, and she eighteen." It is probable she will adopt some good looking boy, to be ready for an emergency.

THE WELCOME DAY.

"And I said who will give me wings like a dove, and I will fly away and be at rest."—Psalms.

The psalmist sadly swept the strings,
And sighed his spirit's anxious prayer,
To have the wild dove's quivering wings,
And breathe a calmer, purer air.
When boyhood's dream of glory's fled,
And all our hopes have passed away,
And friendship's joys are with the dead,
Who will not hail the welcome day?

When time has filled affection's glow,
And damp'd the noble fire of youth,
Each pulse is beating sad and low,
And doubts encompass ev'ry truth,
Who would not from his inmost soul,
The psalmist's prayer breathe o'er again,
And cleave the clouds that round us roll,
Amid the grief and cares of men?

When by a friend's sad corpse we stand,
And think the soul that warmed this clay,
Has sought the pilgrim's promised land,
The mansions of eternal day;
Who would not wish to break the tie
That binds the unwilling soul to earth,
And mount rejoicing to the sky,
Extatic in another birth?

Toleration means allowing you to think as I do, but directly you want me to think as you do, then its gross intoleration.

A genius, out west, was invited to take a game of poker, but he refused, saying, "No, I thank you. I played poker all one summer and had to wear nankeen pants all the next winter. I have had no taste for that amusement since."

☞Men are frequently like tea—the real strength and goodness are not drawn out of them until they have been for some time in hot water.

Free Suffrage.

The following is the form in which the Free Suffrage bill passed the Senate. On its third reading, the vote was ayes 35, nays 15.

Mr. Thomas, of Davidson, moved to amend the first section by annexing a proviso that no one convicted of a felonious crime in a foreign country, or convicts fleeing from justice, should be permitted to vote for members of either House.

The amendment was rejected as follows:

Ayes—Messrs. Ashe, Cherry, Cunningham, Christian, Clarke, Davis, Eaton, Eborn, Freeman, Gilmer, Graham, Haughton, Lane, McCleese, Mitchell, Morisey, Rayner, Taylor, Tayloe, Thomas, of Davidson, Wiggins, Wiley, Winslow—23.

Nays—Messrs. Speaker, Biggs, Bower, Boyd, Brogden, Coleman, Collins, Drake, Faison, Fennell, Fisher, Fonville, Graves, Herring, Hoke, Jones, McDowell, Martin, Mills, Oldfield, Person, Sanders, Speight, Thomas, of Jackson, Walker, Wilder, Wood—27.

Various amendments were offered and voted down, and the bill passed its third reading by the following vote:

Those who voted for it are, Messrs. Speaker, Ashe, Biggs, Bower, Boyd, Brogden, Christian, Clarke, Coleman, Collins, Cunningham, Davis, Drake, Eborn, Faison, Fennell, Fisher, Fonville, Freeman, Graves, Herring, Hoke, Jones, McDowell, Martin, Mills, Morrisey, Oldfield, Person, Sanders, Speight, Taylor, Walker, Wilder, and Wood—35.

Those who voted against it are, Messrs. Cherry, Eaton, Gilmer, Graham, Haughton, Lane, McCleese, Mitchell, Rayner, Tayloe, J. W. Thomas, W. H. Thomas, Wiggins, Wiley, and N. Winslow—15.

Three-fifths of the whole Senate having voted for the bill, it passed its third reading, and was ordered to be engressed.

A Bill to amend the Constitution of the State of North Carolina.

Whereas, a large number of the people are disfranchised by the freehold qualification now required of voters for members of the Senate.

Sec. 1. *Therefore be it enacted by the General Assembly of the State of North Carolina, and it is hereby enacted by the authority of the same,* (three fifths of the whole number of the members of each house concurring,) that the second clause of the third section of the first article of the amended Constitution, ratified by the people of North Carolina, on the second Monday of November, in the year of our Lord eighteen hundred and thirty five, shall be amended to read as follows:

Every free white man of the age of twenty one years, being a native or naturalized citizen of the United States, and who has been an inhabitant of the State for twelve months immediately preceeding the day of an election, and shall have paid public taxes, shall be entitled to vote for a member of the Senate for the district in which he resides.

Sec. 2. *Be it further enacted,* That the Governor of the State be, and he is hereby directed to issue his proclamation to the people of North Carolina, at least six months before the election, for members of the General Assembly, setting forth the purport of this act, and the amendment to the Constitution herein proposed; which proclamation shall be accompanied by a true and perfect copy of the act, authenticated by the certificate of the Secretary of State; and both the proclamation and the copy of this act, the Governor of the State shall cause to be published in ten newspapers of this State, at least six months before the election of members to the next General Assembly.

☞One hundred and sixty-seven negroes were sold at auction in Charleston on the 24th ult., for the sum of $62,590, being an average per head of $370.

We understand, says the Charleston Courier, that two or three counterfeit $10 bills of the Planters' and Mechanics' Bank have been presented for payment at that institution recently. It is an old counterfeit, which first made its appearance in 1844. Of the genuine bills, having an agricultural vignette, few of them are now in circulation. The engraving, however, is very light and bad, and the paper very thin. The engraving of the genuine bills is admirable, and the paper good.—The counterfeit, therefore, can be easily detected. The new issue of ten dollar bills of the Planters' and Mechanics' Bank has for its vignette a large spread eagle. One of the counterfeits alluded to can be seen at our desk.

Another rich gold mine has been found in Warren Co., Ga.

Mr. Stephen Wyckoff, residing at the Delaware Water Gap, Warren county New Jersey recently slaughtered a hog of his own raising two years old, which weighed, when dressed, nine hundred and twenty pounds.

A lady, in Boston, spent during the past year, $2,000 in a Lace and Embroidery store alone.

Chicago claims to be the chief grain port of the world, exceeding New York by 4,296,393 bushels.

Provisions in Kansas are scarce and high, and living generally expensive. It is not quite so bad in Nebraska, however.

The number of Christian Jews, in the world is estimated at fifteen thousand.

Mr. French, a member of the Cincinnati City Council, introduced a resolution for the public reception of John Mitchell, and was burned in effigy therefor. This is running "Americanism" into the ground.

Among the deaths at San Francisco we find the name of Mrs. Julia Stanly, wife of the Hon. Edward Stanly, formerly of this State.

It is said that the Russian war has already made eleven thousand widows in England.

The Washington *Union*, after premising that it seldom takes the trouble to contradict the numberless falsehoods sent from that city by telegraph and otherwise, says the intention of Mr. Guthrie to resign is announced with such an assurance of reliable authority, that it is thought proper to say that the report is without the slightest foundation in truth. It says such an idea never entered the head either of the President or Secretary.

RAIL ROAD MEETING.

An enthusiastic Railroad meeting was held at Greenville, Tenn., on the 17th ult., "for the purpose of taking some steps towards the organization of the Greenville and French Broad Railroad Company." R. M. Barton, Esq., presided, and James Britton, Jr., Esq., acted as Secretary. A committee was appointed to prepare and report resolutions to an adjourned meeting, on the 20th.

At the appointed time, a large number of the citizens of Green county reassembled, and the committee submitted the following report—

REPORT OF THE COMMITTEE.

Your committee charged with the duty of examining all the questions and interests involved in the organization of the Greenville & French Broad Railroad Company, with the view of submitting to this meeting a proper and correct basis for its action—beg leave to say, that after a careful and critical review of the act of the Tennessee Legislature incorporating said Railroad company, that they have concluded to make the following Report:

First, in the opinion of your committee, it is the duty of the Commissioners appointed in said act of incorporation (whenever the State of North Carolina adopts the Swannanoa route,) viz: Wm. M. Lowry, Wm. Girdner, W. C. Maloney, A. W. Walker and D. T. Patterson, to go on and open books for the subscription of stock, and when (the amount fixed in the charter as a basis) is secured, that the company be organized immediately.

Your committee would further state that they have examined with some care the probabilities of the State of North Carolina adopting the Swannanoa route in the extension of her Western Railroad, and they are firmly of the belief that the probabilities are entirely in favor of that route—judging from the Report of Col. Walter Gwynn, who was appointed to survey the two routes, the Watauga and Swannanoa, and his comparison of the practicability of the two, is a triumphant and unanswerable argument in favor of the latter. Your committee are therefore of the opinion, that if the Legislature of North Carolina (which is now in session) is at all influenced by the Report of Mr. Gwynn, that there is not the shadow of a doubt about the adoption of the Swannanoa route as the most practicable. We take Mr. Gwynn's Report to be the result of a scientific and impartial survey, and if so, must have due weight in influencing the body to which it has been submitted.

However, there are other considerations which will have some weight in influencing the North Carolina Legislature upon the adoption of the Swannanoa route, aside from the superior advantages in point of practicability. The adoption of this route will secure to the State of North Carolina a controlling influence in the affairs of the road in all time to come. A greater extent of the road will be in their own State—it will traverse a portion that greatly needs such a facility; and when we look to a connection of that State with the Great West, by way of the Cumberland Gap route, it is much nearer than the Watauga route. By the adoption of the Watauga route they will have to transport their freight over the E. T. & Va. Railroad near a hundred miles, and that too by a very circuitous route. These considerations we think will be sufficient to influence the North Carolina Legislature in the adoption of the Swannanoa route, and for that event it becomes the people of Tennessee to prepare.

Then, in the event the North Carolina Legislature does adopt the Swannanoa route, in the extension of her Western Railroad, we recommend some steps to be taken, that will be a sufficient guarantee to the State of North Carolina, that whenever she builds her said Railroad to the Tennessee line, at or near the Paint Rock, that the people of Tennessee will guarantee the building of the closing span, from the Paint Rock to the E. T. & Va. Railroad, so as to connect with said road at or near the town of Greenville. That this will be done we feel safe in giving the most perfect assurance, and that without any delay on the part of the people of said State of Tennessee. The distance from the Paint Rock to where this road would intersect the E. E. & Va. Railroad, would be about 18 or 19 miles, instead of 80 as stated in the report of Mr. Gwynn. So the shortness of the distance, and the importance of this road, will be a sufficient guarantee that it will be extended immediately, whenever the State of North Carolina reaches the Tennessee line.

Your committee having now fully discharged their duty, so far as they understand it, beg leave to be discharged. All of which is submitted.

The above report was read and unanimously adopted.

On motion it was

Resolved, That the Chairman appoint a Committee of five, to negotiate with the State of North Carolina on the subject of the connection of the road in North Carolina and the road in Tennessee—that Committee was also to be empowered to send a deputation to the Legislature of North Carolina, to represent to that body the interest and feeling in Tennessee on the subject of their adopting the Swannanoa route;—

Whereupon, the Chairman appointed the following gentlemen to compose that Committee, viz: Maj. John McGaughey, Dan'l Kenedy, Esq., Wm. M. Lowry, Esq., Joseph R. Brown, Esq., and David Sevier, Esq.

On motion, Wm. D. Williams was added to the above Committee.

☞There will be a public meeting of the "Young Men's Literary Association" in the Methodist Church on Wednesday evening, February 7th, at 7 o'clock. There will be two addresses delivered, the public generally are invited to attend.

W. M. HARDY, *Sec'y.*

☞The Members of the Asheville Thespian Society are requested to meet at J. D. Hyman's office, on Thursday evening the 1st instant, at early candle light.

J. S. T. BAIRD, Sec'y.

DIED,

At Columbia, S. C., of Pulmonary Consumption, on the 1st Jan. 1855, Mrs. Margaret Davis, aged 43 years and 4 months. The deceased was the wife of the late M. W. Davis, and daughter of the Hon. Joshua Forman, deceased. All of Rutherfordton, N. C.

UNITED STATES MAIL.

POST OFFICE DEPARTMENT,
January 12, 1855.

Proposals for carrying the mails of the United States from the 1st day of July, 1855, to the 30th day of June, 1859, inclusive, in the State of NORTH CAROLINA, will be received at the Contract Office of the Post Office Department, in the city of Washington, until p. m. of 10th April, 1855, [to be decided by the 30th April, 1855,] on the routes and in the the times herein specified.

Bidders are requested to examine carefully the instructions, forms of proposals, &c., attached to this advertisement.

5731 From Salisbury, by Miranda, Spring Grove, Deep Well, Mt. Mourne, Beattie's Ford, Catawba Springs, Vesuvius Furnace, Spring Hill Forge, Lincolnton, White Pine, Buffalo Paper Mill, Shelby C. H., Fillmore, Mooresboro', Webb's Ford, Rutherfordton, Green Hill, Chimney Rock, and Fair View, to Asheville, 145 miles and back, three times a week.

Leave Salisbury monday, wednesday and friday at 9 a m;

Arrive at Asheville next days by 12 at night;

Leave Asheville monday, wednesday and friday at 7 a m;

Arrive at Salisbury wednesday, friday, and sunday by 5 a m.

Proposals for separate schedules between Salisbury and Lincolnton and Lincolnton and Asheville will be considered, with a view to sending *through mails* via Charlotte. Proposals for three additional trips will also be considered, especially on that part of route between Lincolnton and Asheville.

5733 From Salisbury, by Cowansville, Statesville, Poplar Grove, Bunker Hill, Newton C. H., and Drowning Creek, to Morganton, 85 miles and back, twice a week.

Leave Salisbury monday and friday at 9 a m;

Arrive at Newton same days by 9 p m;

Leave Newton tuesday and saturday at 4 a m;

Arrive at Morganton same days by 12 m;

Leave Morganton monday and friday at 9 a m;

Arrive at Statesville same days by 9 p m;

Leave Statesville tuesday and saturday at 4 a m;

Arrive at Salisbury same days by 12 m.

Proposals for a third weekly trip are invited.

5799 From Shelby, by Stice's Shoal, Erwinsville, Grassy Pond, Limestone Springs, S. C., Thickety Fork, Moultrie and Hurricane, to Spartanburg C. H., 46 miles and back, twice a week.

Leave Shelby wednesday and saturday at 6 a m;

Arrive at Spartanburg C. H. same days by 7 p m;

Leave Spartanburg C. H. thursday and sunday at 6 a m;

Arrive at Shelby same days by 7 p m.

Proposals to end at Limestone Springs are invited.

5800 From Shelby, by Birchettsville, Sandy Run, Grassy Pond, S. C., Allgoods, and Corohens to Spartanburg C. H., 38 miles and back, once a week.

Leave Shelby thursday at 6 a m;

Arrive at Spartanburg C. H. same day by 6 p m;

Leave Spartanburg C. H. friday at 6 a m;

Arrive at Shelby same day by 6 p. m.

5801 From Shelby, by Swangstown, New House, S. C., Antioch, and Clark's Fork, to Yorkville, 29 miles and back, twice a week.

Leave Shelby tuesdays and fridays at 6 a m;

Arrive at Yorkville same days at 6 p m;

Leave Yorkville wednesdays and saturdays at 6 a m;

Arrive at Shelby same days by 6 p m.

Proposals for a third weekly trip are invited.

5802 From Rutherfordton, by Sandy Plains, Earlesville, S. C., Gowensville, Millburg, and Milford, to Greenville C. H., 52 miles and back, once a week.

Leave Rutherfordtou thursday at 6 a m;

Arrive at Greenville C. H. next day by 11 a m;

Leave Greenville C. H. friday at 1 p m;

Arrive at Rutherfordton next day by 7 p m.

5803 From Rutherfordton, by Logan's Store, Duncan's Creek, Polkville and Camp Call, to Garner's Ford, 36 miles and back, once a week.

Leave Rutherfordton friday at 5 a m;

Arrive at Garner's Ford same day by 6 p m;

Leave Garner's Ford thursday at 5 a m;

Arrive at Rutherfordton same day by 6 p m.

5804 From Rutherfordton, by Cooper's Gap and Mills' Gap, to Edneyville, 23 miles and back, once a week.

Leave Rutherfordton tuesday at 8 a m;

Arrive at Edneyville same day by 4 p m;

Leave Edneyville wednesday at 8 a m;

Arrive at Rutherfordton same day by 4 p m.

5805 From Rutherfordton, by Patten's Home, Golden Valley, Minersville and Dysortville, to Marion and back, by Sugar Hill and Cedar Creek, equal to 44 miles and back, once a week.

Leave Rutherfordton tuesday at 6 a m;

Arrive at Marion same day by 6 p m;

Leave Marion wednesday at 6 a m;

Arrive at Rutherfordton same day by 6 p m.

5806 From Garner's Ford, by Double Shoal, Pierceville, Shelby, Muddy Fork, and Old Furnace, to Dallas, and back by Crowder's Mountain, King's Mountain, White Plains, and Clingman, equal to 39 miles and back, once a week.

Leave Garner's Ford tuesday at 5 a m;

Arrive at Dallas same day by 6 p m;

Leave Dallas wednesday at 5 a m;

Arrive at Garner's Ford same day by 6 p m.

5807 From Asheville, by Sulphur Springs, Avery's Creek, Mills River, Boilston, Claytonville, Davidson's River, Cathey's Creek, Cherryfield, Hog Back Valley, and Georgetown, to Casher's Valley, 74 miles and back, once a week.

Leave Asheville friday at 6 a m;

Arrive at Casher's Valley next day by 6 p m;

Leave Casher's Valley wednesday at 6 a m;

Arrive at Asheville next day by 6 p m.

Proposals to divide this route at Cathey's Creek will be considered.

5808 From Asheville, by Sul. Springs, Hommeny Creek, Pigeon River, Forks of Pigeon, Waynesville, Peru, Scott's Creek, Franklin, Skeeneh, Aquone, Head Tennessee, Valleytown, and Tomotla, to Murphy, 128½ miles, twice a week.

Leave Asheville monday and friday at 6 a m;

Arrive at Murphy wednesday and sunday by 7 p m;

Leave Murphy monday and thursday at 6 a m;

Arrive at Asheville wednesday and saturday by 7 p m.

5809 From Asheville, by Turkey Creek, Sandy Mush, Spring Creek, Fine's Creek, Crab Tree, Jonathan's Creek, and Balsom Mountain, to Waynesville, 64½ miles and back, once a week.

Leave Asheville friday at 6 a m;

Arrive at Waynesville next day by 8 p m;

Leave Waynesville wednesday at 6 a m;

Arrive at Asheville next day by 8 p m.

5810 From Asheville, by Flat Creek, Gilbert's, Ivy Bend, Bull Creek, Walnut Creek, Jewell Hill, Indian Gap, Double Springs, Gahagen's, Big Laurel, Sulphur Springs, Tenn., Love's and White Sulphur, to Limestone Springs, 56 miles and back, once a week.

Leave Asheville monday at 6 a m;

Arrive at Limestone Springs next day by 6 p m;

Leave Limestone Springs wednesday at 6 a m;

Arrive at Asheville next day by 6 p m.

5811 From Morganton, by Brindletown, Mountain Home, Minersville and Cuba, to Rutherfordton, 39 miles and back, twice a week.

Leave Morganton wednesdays and saturdays at 5 a m;

Arrive at Rutherfordton same days by 7 p m;

Leave Rutherfordton tuesdays and fridays at 5 a m;

Arrive at Morganton same days by 7 p m.

5812 From Morganton, by Bridgewater, Marion C. H., Old Fort, and Swannanoa, to Asheville, 59 miles and back, twice a week.

Leave Morganton sunday and wednesday at 1 a m;

Arrive at Asheville same days by 9 p m;

Leave Asheville sunday and thursday at 2 a m;

Arrive at Morganton same days by 8 p m.

5813 From Morganton, by Linville River, North Cove, Grassy Creek, Youngs, Bakersville, and Ledger, to Burnsville, 47 miles and back, once a week.

Leave Morganton tuesday at 6 a m;

Arrive at Burnsville next day by 12 m;

Leave Burnsville wednesday at 1 p m;

Arrive at Morganton next day by 6 p m.

5814 From Morganton, by Perkinsville, Collettsville, Globe, Valle Crucis, Sugar Grove, Boone, Moretz Mill, and Elk Cross Roads, to Jefferson, 79 miles and back, once a week.

Leave Morganton saturday at 5 a m;

Arrive at Jefferson next day by 6 p m;

Leave Jefferson thursday at 5 a m;

Arrive at Morganton next day by 6 p m.

5815 From Lenoir, by Lovelady, Catawba View, and Wittenburg, to Taylorsville, and back by Little River and Deal's Mills to Lenoir, equal to 32 miles and back, once a week.

Leave Lenoir thursday at 7 a m;

Arrive at Taylorsville same day by 7 p m;

Leave Taylorsville wednesday at 8 a m;

Arrive at Lenoir same day by 4 p m.

5816 From Burnsville, by Day Book, Jack's Creek, Red Hill, Big Rock Creek, and Limestone Cave, Tenn., to Elizabethton, 50 miles and back, once a week.

Leave Burnsville thursday at 6 a m;

Arrive at Elizabethton next day by 12 m;

Leave Elizabethton friday at 1 p m;

Arrive at Burnsville next day by 6 p m.

5817 From Burnsville, by Bald Creek, Egypt, and Ramseytown, to Longmire's Tenn., 34 miles and back, once a week.

Leave Burnsville tuesday at 6 a m;

Arrive at Longmire's wednesday at 6 a m;

Leave Longmire's wednesday at 6 a m;

Arrive at Burnsville same day by 6 p m.

5818 From Burnsville, by Bald Creek, Paint Gap, Ivy, Democrat, Stockville, and Reem's Creek, to Asheville, 43 miles and back, twice a week.

Leave Burnsville monday and thursday at 6 a m;

Arrive at Asheville same days by 6 p m;

Leave Asheville tuesday and friday at 6 a m;

Arrive at Burnsville same days by 6, p m.

5819 From Marion, by Black Mountain, Stone Mountain, and Edneyville, to Hendersonville, 42 miles and back, once a week.

Leave Marion wednesday at 6 a m;

Arrive at Hendersonville next day by 11 a m;

Leave Hendersonville thursday at 2 p m;

Arrive at Marion next day by 6 p m.

5820 From Sugar Grove, by Sody and Trade, Tenn., to Taylorsville, 20 miles and back, once a week.

Leave Sugar Grove friday at 6 a m;

Arrive at Taylorsville same day by 1 p m;

Leave Taylorsville friday at 1½ p m;

Arrive at Sugar Grove next day by 10 a m.

5821 From Cedar Creek, by White Rock and Big Laurel, to Ivy, 34 miles and back, once a week.

Leave Cedar Creek tuesday at 6 a m;

Arrive at Ivy same day by 6 p m;

Leave Ivy monday at 6 a m;

Arrive at Cedar Creek same day by 6 p. m.

5822 From Paint Rock, by Cato and Bridgeport, to Newport, Tenn., 21 miles and back, once a week.

Leave Paint Rock saturday at 12 m;

Arrive at Newport same day by 6 p m;

Leave Newport sunday at 7 a m;

Arrive at Paint Rock same day by 1 p m.

5823 From Ivy, by Clay, Flag Pond Tenn., Clear Branch and Indian Creek, to Longmire's, Ten., 31 miles and back, once a week.

Leave Ivy saturday at 7 a m;

Arrive at Longmire's same day by 6 p m;

Leave Longmire's sunday at 7 a m;

Arrive at Ivy same day by 6 p m.

5824 From Ivy, by Gabriel's Creek and Bull Creek, to Walnut Creek, 12½ miles and back, once a week.

Leave Ivy saturday at 7 a m;

Arrive at Walnut Creek same day by 12 m;

Leave Walnut Creek saturday at 1 p m;

Arrive at Ivy same day by 6 p m.

5825 From Grassy Creek, by Childsville, Yellow Mountain, Cranberry Forge, Roan Mountain, Tenn., and Dog River Cove, to Elizabethton, Tenn., 50 miles and back, once a week.

Leave Grassy Creek every wednesday at 6 a m;

Arrive at Elizabethton next day by 12 m;

Leave Elizabethton thursday at 1 p m;

Arrive at Grassy Creek next day by 8 p m.

5826 From Franklin, by Clayton, Ga., and Tiger, to Clarksville, 50 miles and back, twice a week.

Leave Franklin tuesday and friday at 1 p m;

Arrive at Clarksville next days by 6 p m;

Leave Clarksville monday and thursday at 5 a m;

Arrive at Franklin next days by 12 m.

5827 From Franklin, by Cowee and Alarka, to Chilhowee, 69 miles and back, once a week.

Leave Franklin thursday at 6 a m;

Arrive at Chilhowee next saturday by 12 m;

Leave Chilhowee monday at 1 p m;

Arrive at Franklin next wednesday by 6 p m.

5828 From Turtletown, by Kinsey's Store, Hiwassee Copper Mines, Pierceville, Chestnut Gap, and Santa Lucah, Ga., to Elijay, 48 miles and back, once a week.

Leave Turtletown monday at 3 p m;

Arrive at Elijay next day by 9 p m;

Leave Elijay wednesday at 6 a m;

Arrive at Turtletown next day by 10 a m.

5829 From Murphy, by Ivy Log, Ga., to Blairsville, 22 miles and back, once a week.

Leave Murphy tuesday at 1 p m;

Arrive at Blairsville same day by 7 p m;

Leave Blairsville tuesday at 6 a m;

Arrive at Murphy same day by 12 m.

5830 From Murphy, by Nottla, Rollin, Hot House, Edom and Santa Lucah, to Elijay, Ga., 49 miles and back, once a week.

Leave Murphy fridays at 5 a m;

Arrive at Elijay same day by 8 p m;

Leave Elijay saturday at 5 a m;

Arrive at Murphy same day by 8 p m.

5831 From Quallatown, by Jonathan's Creek, to Waynesville, 20 miles and back, once a week.,

Leave Quallatown monday at 5 a m;

Arrive at Waynesville same day by 12 m;

Leave Waynesville monday at 1 p m;

Arrive at Quallatown same day by 8 p m.

5832 From Quallatown, by Governor's Island, Stikoih, Alarka, and Fort Montgomery, to Valley Town, 47 miles and back, once a week.

Leave Quallatown tuesday at 1 p m;

Arrive at Valleytown next day by 7 p m;

Leave Valleytown thursday at 6 a m;

Arrive at Quallatown next day by 12 m.

5833 From Greenville, S. C., by Jones Gap and Davidson's River, to Hendersonville, N. C., 43 miles and back, once a week.

Leave Greenville friday at 6 a m;

Arrive at Hendersonville same day by 8 p m;

Leave Hendersonville saturday at 6 a m;

Arrive at Greenville same day by 8 p m.

5834 From Blairsville, by McEolia, Brasstown, Fort Hembree, and Tusquittee, to Aquone, 36 miles, once a week.

Leave Blairsville tuesday at 1 p m;

Arrive at Fort Hembree same day by 6 p m;

Leave Fort Hembree monday at 7 a m;

Arrive at Aquone same day by 12 m;

Leave Aquone monday at 1 p m;

Arrive at Fort Hembree same day by 6 p m;

Leave Fort Hembree tuesday at 7 a m;

Arrive at Blairsville same day by 12 m.

5835 From Casher's Valley to Clayton, Ga., — miles and back, once a week.

Bidders will state distance and schedule of departures and arrivals.

INSTRUCTIONS.

Form of a proposal where no change from advertisement is contemplated by the bidder.

I, ——, of ——, county of——, State of——, propose to convey the mails from July 1, 1855, to June 30, 1859, on route No.——, from —— to——, agreeable to the advertisement of the Postmaster General, dated January 12, 1855, and by the following mode of conveyance, viz.

for the annual sum of
dollars.

This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service, and also after full examination of the instructions and requirements attached to the advertisement.

Dated

(Signed)

Form of a Guarantee.

The undersigned, residing at ——, State of ——undertake that, if the foregoing bid for carrying the mail on route No. —— be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July, 1855, or as soon thereafter as may be, enter into the required obligation to perform the service proposed, with good and sufficient sureties.

This we do with a full knowledge of the obligations and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1836.

Dated

(Signed by two guarantors.)

Form of Certificate.

The undersigned, postmaster of ——, State of ——, certifies under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

Dated

(Signed.)

The sufficiency of guarantors on proposals may be certified by a judge of a court of record, and by postmasters at the following offices, and *no others*:

In the State of NORTH CAROLINA, postmasters of offices at the court-house or county seat of each county; and at Chapel Hill, Davidson College, Enfield, Fayetteville, Franklinton, Gaston, Goldsboro,' Greensboro,' Henderson, Kenansville, Milton, Murfreesboro', Oxford, Salem, Scotland Neck, Williamston, Yanceyville.

Conditions to be incorporated in the contracts to the extent the department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails; but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail bags.

2. On routes where the mode of conveyance admits of it, the special agents of the department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines, British and Canada mails, when offered, are to be conveyed without additional pay; also, the route agents of the department, for whose exclusive use, while travelling with the mails, a commodious car, or apartment in the centre of a car, properly lighted, warmed, and furnished, and adapted to the convenient assortment and due security of the mails is to be provided by the contractor, under the direction of the department.

4. No pay will be made for trips not performed; and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connexion with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. Deduction will also be ordered for a grade of performance inferior to that specified in the contract. For repeated delinquencies of the kind herein specified, enlarged penalties, proportioned to the nature thereof and the importance of the mail, may be made.

5. For leaving behind, or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying commercial intelligence ahead of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters, or the affidavits or other creditable persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it (owing either to the unsuitableness of the place or manner of carrying it) to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat, on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contract, for disobeying the Post Office laws, or the instructions of the department; for refusing to discharge a carrier when required by the department to do so; for assigning the contract without the assent of the Postmaster General; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a *pro rata* increase on the contract pay. He may change the schedule of arrivals and departures, without increase of pay, provided he does not curtail the amount of running time. He may also order an increase of speed, he allowing, within the restrictions of the law, a *pro rata* increase of pay for the additional stock or carriers, if any. The contractor may however, in the case of increase of speed, relinquish the contract by giving prompt notice to the department that he prefers doing so to carrying the order into effect. The Postmaster General may also curtail or discontinue the service, at *pro rata* decrease of pay, allowing one month's extra compensation on the amount dispensed with, whenever, in his opinion, the public interests do not require the same, or in case he desires to supersede it by a different grade of transportation.

9. Payments will be made for the service by collections from, or drafts on, postmasters, or otherwise, after the expiration of each quarter—say in February, May, August, and November.

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied be correctly stated. Bidders must inform themselves on this point.

11. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mails with any person who shall have entered into, or proposed to enter into, any combination to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform, any consideration whatever, or to do, or not to do, anything whatever, in order to induce any other person or persons not to bid for a mail contract. Particular attention is called to the 28th Section of the act of 1836, prohibiting combinations to prevent bidding.

12. A bid received after time—viz: 3 p. m. of the 10th of April, 1855—or without the guarantee required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal reasonable in amount.

13. Bidders should, in all cases, first propose for service strictly according to the advertisement, and then if they desire, *separately* for different service; and if the *regular* bid be the lowest offered for the advertised service, the other bids may be considered, if the alterations proposed are recommended by the postmasters and citizens interested, or if they shall appear manifestly right and proper.

14. There should be but one route bid for in a proposal.

15. The route, the service, the yearly pay, the name and residence of the bidder, and those of each member of a firm, where a company offers, should be distinctly stated; also, the mode of conveyance, if a higher mode than horseback be intended. The words "with due celerity, certainty and security," inserted to indicate the mode of conveyance, will constitute a "*star bid.*"

16. Bidders are requested to use, as far as practicable, the printed form of proposal furnished by the department, to write out in full the sum of their bids, and to retain copies of them.

No altered bids can be considered, and no bids once submitted can be withdrawn.

Each bid must be guaranteed by two responsible persons. General guarantees cannot be admitted.

17. The bid should be sealed; superscribed "mail proposals, State of North Carolina," addressed "Second Assistant Postmaster General," Contract Office, and sent by *mail*, not by, or to, an agent, and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

18. The contracts are to be executed and returned to the department by or before the 1st of July, 1855, but the service must be commenced on the mail day next after that date, whether the contracts be executed or not. No proposition for transfers will be considered until the contracts are executed in due form and received at the department; and then no transfers will be allowed unless good and sufficient reasons therefor are given, to be determined by the department.

19. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 10th of April next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail-messenger supply from the 1st of July next.

20. Section 18 of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let, "in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportations." Under this law a new description of bids has been received. It does not specify a mode of conveyance, but engages to take the entire mail each trip with celerity, certainty, and security, using the terms of the law. These bids are styled, from the manner in which they are designated on the books of the department, "*star bids*" and they will be construed as providing for the entire mail, *however large*, and *whatever may be the mode of conveyance necessary to insure its "celerity, certainty, and security."*

In all cases where the lowest grade of service is believed to be sufficient, the lowest bid will be accepted if duly guarantied, in preference to a "star" or specific bid.

When the lowest bid is not a star bid, and specifies either *no* mode or an *inadequate* mode of conveyance, it will not be accepted, but set aside for a specific bid proposing the necessary service.

When the bid does not specify a mode of conveyance, also when it proposes to carry "according to the advertisement," but without such specification, it will be considered as a proposal for horseback service.

21. A modification of a bid, in any of its essential terms, is tantamount to a new bid, and cannot be received, so as to interfere with regular competition, after the last hour set for receiving bids.

22. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and sureties are distinctly notified that, on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

23. The contracts will be substantially in the forms heretofore used in this department, except in the respects particularly mentioned in these instructions; and on all railroad and steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes and into all the intermediate post offices not more than eighty rods from the railroad or landing.

24. Present contractors, and persons known at the department, must equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed.—The certificates of sufficiency must be signed by a postmaster at one of the places before named, or a judge of a court of record.

Postmasters at the ends of routes on which they think the present mode of conveyance inadequate, will weigh the mail each trip for six successive weeks on weekly routes, and three weeks on other routes, and report the result by the 10th April, 1855.

JAMES CAMPBELL,
Postmaster General.

12w.

DR. J. F. E. HARDY
AND
DR. W. L. HILLIARD,

HAVE this day associated themselves in the practice of *MEDICINE*, in its various branches.

DR. HARDY, who is daily in the village, will be always ready to examine cases and make out prescriptions, and when in his power visit cases in the country. We would especially call the attention of all persons laboring under diseases requiring Surgical aid, to this card. We will take especial pains to assist all persons living at a distance in procuring suitable boarding houses in or near the village, and render them such relief as the profession is capable of.

Asheville, January 2, 1855. tf

DR. J. D. BOYD,

TENDERS his Professional services to the citizens of Asheville and surrounding country. He considers himself a permanent citizen, and will give his undivided attention to the *profession*, and to *cases* committed to his care.

☞Office, the one formerly occupied by A. S. Merrimon, Esq., south end of the Court House.

Residence, the house recently occupied by Dr. Hilliard.

Asheville, Dec. 21. 1854. tf

M. L. NEILSON, M. D.,
ASHEVILLE, N. C.

January 11, 1855. tf

A POSITIVE CALL.

ALL persons indebted to me are notified that immediate settlement will save cost.

H. F. WOLSTENHOLME.

January 25, 1855. 6w.

MINERALOGY,
Assaying, Civil and Mining
Engineering, and Surveying.

THE subscriber is prepared to devote special attention to the above branches, and the application of Chemical Analysis thereto. Persons interested in MINING are invited to consult him for information or instruction in regard to the most recent and valuable methods of conducting the same.

Assays of Gold, Silver, Lead, Copper and other Mineral Ores, executed with punctuality and dispatch.

Assay specimens of one or two ounces, with a remittance of $5 00 for each Assay may be sent to the subscriber by mail. Metallic Ores tested by the most speedy and accurate process at $2 00 for each specimen.

WM. BEAL, A. M.

Murphey, N. C., January 4, 1855. 1y

NOTICE.

HAVING disposed of my entire stock of merchandize to Messrs. A. T. Summey & Co., I am desirous of closing my business as soon as possible; and now respectfully request all who are indebted to me to come forward and settle.

J. W. PATTON.

Asheville, January 4, 1855. tf

"Make the Fur Fly."

WANTED, at prices which will pay,

1 600	Beaver Skins,
1,000	Otter "
10,000	Coon "
10 000	Gray Fox "
10 000	Red Fox "
10 000	Black Fox "
10 000	Wild Cat "
20 000	Mink "
50 000	Opossum "
50 000	Rabbit "
50 000	Muskrat "

Hunters, wake up! bring these things in and give us the first offer, which we think is our right, as we buy *all kinds of fur.*

SMITH, BAIRD & VANCE.

Dec. 21 1854.

Candies, assorted, at
SMITH & McDOWELL'S.
April 7.

CHEAP CASH STORE

James M. Blair

Begs leave to call the attention of his friends and the public generally to the fact that he is now receiving and opening in the new brick store house opposite the Eagle Hotel, and recently occupied by Dr. Hilliard as a Drug Store, the most elegant and beautiful assortment of

GOODS

ever offered to the people of Western Carolina.

His stock is all fresh having been purchased within a few days; and the assortment made up with special reference to the wants and tastes of the people of this section.

His Goods were bought to be sold, and be sold they shall, if there is any efficacy in low prices.—Cash buyers are invited to call and examine his

GOODS AND PRICES,

before purchasing elsewhere.

The usual country produce taken in exchange for Goods at cash prices.

Asheville, January 4, 1855. tf

Dry Goods.

Now on hand, at the new brick store house of Henry Stevens, opposite the Eagle Hotel one of the largest and best selected stocks of Dry Goods ever offered in this market, consisting in part of

Silks, berages, shallies, merinos, mouslin de laines, plain and twilled Persian cloths, worsted goods of all descriptions and prices. Prints, alpaccas, shawls, a large & beautiful assortment of embroideries, silk and velvet ribbon, hosiery, gloves, bl'k and colored cloths, black & fancy cassimeres, plush, silk, satin and Valencia vestings, tweeds, jeans, Salisbury & opera flannels, thread, tape, needles, buttons, in fact everything that can be called for. All offered at very reduced prices for cash, by

JAMES M. BLAIR.

Asheville, Jan. 11, 1855. tf

CHANCERY SALE

Of Valuable Land, Slaves, and Turnpike Road.

IN obedience to a Decree of the Chancery Court, made at the December Term, 1854, held at Newport, for the county of Cocke, I will proceed to sell at the late residence of **James Weaver**, deceased, in Cocke county, Tenn., near the *Painted Rock*, upon the

14th Day of February next, (1855,)

and succeeding days, if necessary, upon a credit of twelve months, all the

Real Estate, Slaves & Turnpike Interest

Belonging to the Estate of James Weaver, dec'd, in Cocke county, to wit: The farm upon which the deceased lived, consisting of several tracts, in all about **1000 Acres**, upon which is cleared and in a state of cultivation over two hundred acres, and principally *bottom land* on the French Broad river. Out of said tracts Dower is to be assigned to the widow, and sold subject to the same. The place is well situated for a *Stand*, upon Weaver & Patton's Turnpike Road, and is better known by the travelling community than can be described. The ballance of the farm will be sold as thought best on the day of sale, after Dower has been assigned.

The tract known as the *Painted Rock* place, is also familiarly known, and contains about

125 Acres,

more or less, and is situated at the forks of the road, one leading to Greeneville, Tenn., and the other to Newport, a portion of which is cleared and in cultivation. There is upon said tract a valuable mill-seat, (the mill having been lately burned down.)

The tract of land known as *Weaver's lower place*, contains, by estimation, two hundred acres, and lies between French Broad and Pigeon rivers, and extends from one to the other, and is situated between the lands of Col. John Stuart and Gen. A. E. Smith, a great portion of which is cleared and in cultivation, and there is between 50 and 100 acres of the first bottom land upon the farm, which is admirably situated for a private residence, one mile and a quarter below the town of Newport.

Also, the balance of a five hundred acre tract purchased from W. C. Story, (number of acres not known) and lies adjoining the lands of Major Wm. Robinson, Peter F. Kindrick and others, and is a part of the tract upon which A. R. Garrison now lives.

The *Turnpike Road* is well known as Weaver & Patton's Road, and extends from the Painted Rock down the French Broad river. The one half interest in the same will be sold.

There are also **22 Likely and Valuable Negroes**, of different ages and sexes, ten of them grown and nearly so, to wit: Prince, Calvin, Joseph, George, and Rufus; Hannah, Malinda, Rachael, Clarissa and Lucy.—Some of the ballance are small: Solomon, Jesse, Aaron, Si, Columbus, Jerry, Charles, Cube, Henry, Lydia, Clarissa and Nancy.

Bond and security will be required of the purchasers, and a lien retained upon the property until the purchase money is paid.

A full description of all the property will be given on the day of sale.

D. W. STUART, *Clerk & Master.*

By WILLIAM MCSWEEN, *D. C. & M.*

December 19, 1854.

Fall and Winter Goods.

W. D. RANKIN & Co.

Are now receiving and opening a fresh stock of

WINTER GOODS,

embracing a handsome lot of Ladies Dress Goods.

—ALSO,—

Hats, Caps, Shoes, Boots, Blacksmith Tools, Hoes, Axes, Chains, &c., Sugar, Coffee and Molasses.

They hope to be able hereafter to keep their stock of Goods full, and invite their customers and all transient visiters to give them a call.

They make no promise to sell cheaper than their neighbors, but will promise that their customers can say so for them.

Hats and Caps.

A magnificent assortment of fashionable HATS and CAPS; consisting of

Silk, fur, and Brush Hats; every kind and color of Soft Hats; Plush, velvet, cloth, and military Caps,

are now opened at the cheap cash store of

JAMES M. BLAIR.

Asheville, January 11, 1855. tf

Sugar, Coffee,

Rice, syrup, molasses, copperas, and every thing in the grocery department. A very superior article of Brown Sugar, in 100 pound casks, for family use.

J. M. BLAIR.

Asheville, Jan. 11, 1855. tf

1 Bale Raw Cotton,

Great for *Comforts*, just received by the people's servants,

SMITH, BAIRD & VANCE.

Dec. 14, 1854.

FIRST IN TOWN!

SMITH & McDOWELL

HAVE just received and are now opening the heaviest and best assortment of Spring and Summer

GOODS,

they ever brought to this market, and one which for richness and variety cannot be surpassed in the South. They were bought for cash, and are offered at prices which cannot fail to please every customer. We do not deal in humbuggery, and when we say we can sell goods cheap, we mean what we say. We invite our old friends and customers, and the public generally, to call and look through our stock, and examine our prices,

April 6, 1854.

SMITH & McDOWELL

Have a few of the finest bonnets ever seen in this market—ranging from $5 to $10.—Call and look at them, whether you buy or not.

April 7.

HATS! HATS! Of every description, new Spring styles, at

SMITH & McDOWELL'S.

WE always keep fine Tobacco and Segars. Call and see for yourself.

Oct. 20. SMITH & M'DOWELL.

CLOTHS, cassimeres, fancy and black doe skins, kerseys, tweeds; and every article of goods for gentlemen's wear, just received.

SMITH & McDOWELL.

April 6.

Express Line

From Augusta to Ninety-Six, via Edgefield.

THE Stage will leave Augusta every Tuesday, Thursday and Saturday; leave Ninety-Six every Monday, Wednesday and Friday. Passengers by this line can come through in one day from Greenville, S. C., to Augusta, Ga. This will make a Daily Line on the road. Mr. Douglas runs triweekly, so by this route there is no delay. The proprietor will run his large *Hack* mounted on eliptic springs, carrying 12 passengers. Fare through $5. To Edgefield $2.

Seats can be secured at the Eagle and Phœnix Hotel, Augusta; at Nicholas' Hotel, Edgefield; at Ninety-Six at the Hotel; at Greenville, S. C., opposite the Mansion House. All packages and fare must be pre-paid.

Leaves Augusta 8 1-2, a. m. Leaves Ninety-Six on the arrival of the cars from Greenville.—We will wait until the up-train arrives at Ninety-Six.

W. CRAWFORD.

January 4, 1855. tf

Hardware

WE have the largest stock of Hardware and Cutlery that we have ever had. Give us a call ye blacksmiths, carpenters, waggoners, shoe-makers and farmers, we can supply you with almost any thing under this head.

SMITH & McDOWELL.

Attention!

ALL persons indebted to the subscriber, either by note or book account, prior to the 1st of January, 1854, are requested to come forward and settle, without further delay.

WM. L. HILLIARD.

Asheville, Dec. 21, 1854.

G. W. WHITSON,

SURGEON DENTIST,

ASHEVILLE, N. C.

Leather! Leather! Leather!!

A good supply of hemlock and oak tanned sole Leather, upper Leather, calf skins, shoe pegs, shoe thread, &c., for sale as low as any one in this country can offer, by

SMITH, BAIRD & VANCE.

Dec. 21, 1854.

State of North Carolina,

Caldwell County.

In Equity.—Bill Filed in Vacation.

Loyd T. Jones and wife Francis C.

vs.

William A. Ballew and John G. Ballew, Administrators of Peter Ballew, deceased; Philip Largent and wife Adalaide E., Robert Wakefield and wife Louisa R., Peter M. Ballew and Joseph R. Ballew, heirs at law of Peter Ballew, dec'd.

IT appearing by the affidavit of one of the plaintiffs in this suit, that Peter M. Ballew and Joseph R. Ballew, are non-residents of this State, and live without the jurisdiction of this Court;—Notice is hereby given to the said Peter M. Ballew and Joseph R. Ballew, that they be and appear before the honorable the Judge of the Court of Equity for the county of Caldwell at the Court House in Lenoir, on the sixth Monday after the fourth Monday in March next, then and there to plead, answer or demur to the bill of complaint filed by complaiants, or judgment pro confesso will be taken.

Witness, William M. Puett, Clerk & Master of said Court, the 20th December, A. D., 1854.

W. M. PUETT, *C. M. E.*

January 4, 1855.

The Last Call.

IT is now near the 1st day of January, 1855, and all persons indebted to us are requested, for the last time, to call and make payment. With many we have waited long, and now we are compelled to collect. If payment is not made during the month of January, you may look for your note or account in the hands of an officer. Collect we must. Further indulgence cannot be given.

SMITH & McDOWELL.

Asheville, Dec. 21, 1854.

For the Ladies, Especially

WE have silks, satins, ginghams, alpaceas, prints, plaids of every hue and color, muslins, mourning muslins, lawns of every color, barages, delains, silk tissues, veils, black, brown, green and blue love veils; shawls, a large and elegant assortment; worsted goods of every kind, worked collars, embroidered under sleeves, chemizetts; white and black laces, edgings, lace fringe, dress trimmings, linens, jackonnets, Victoria lawns. Bonnets—Belgrade, Lace, Straw and Bloomers. Flowers, wreaths, gloves, perfumery, &c. &c.

SMITH & McDOWELL.

Ladies' Wear.

New and beautiful styles of delaines, merinos, alpaccas, and Persian cloths, at prices from 16 to 62 cents.

—Also—

A splendid assortment of opera flannels for sacks, cloths and trimmings for cloaks, gloves & hosiery.

Also,

A heavy supply of Salisbury flannels, small figured delaines, flowered velvets, linseys and plaid flannels for children, at prices which need not fear competition.

SMITH, BAIRD & VANCE.

Dec. 21, 1854.

2.000 lbs. Eastern Nails, at

SMITH, BAIRD & VANCE'S.

Dec. 14, 1854.

TOYS! TOYS! TOYS!

Consisting of elephants, barking dogs, cats, sheep, cows, lions, ducks, eagles, clowns, monkeys, accordeons, fire crackers, Roman candles, sky rockets, crying babies, &c., just received, and for sale at a trifle. Hurrah for the little 'uns and Christmas!

SMITH, BAIRD & VANCE.

Dec. 21, 1854.

BOOK STORE.

THE subscriber takes pleasure in announcing to his friends and the public, that he has just opened a large assortment of

Books and Stationary,

consisting of a greater variety than has ever before been presented in Western Carolina. In addition to his stock of

School Books,

which comprises all the different series used in the various Schools and Academies in this section, he has an extensive variety of miscellaneous works, embracing most of the standard works in poetry and prose. Among the number are *GIFT BOOKS*, of various kinds, for Christmas and New Year, and some fine and pretty Ladies' Albums. He has also a large number of *VALENTINES* for young people—and for old bachellers and old maids, too, if they ever deal in the article. Also some very beautiful miniature oil and other paintings. His

Stationery

is of the finest quality, and is complete in its variety—all sorts of Paper, Pens, and Ink; Envelopes of every description—fine note paper for Ladies, &c., &c. He has seventeen different varieties of

Perfumery,

most exquisite odor; likewise a very superior quality of SOAP of all kinds. His stock of

Jewelry

is of unsurpassed beauty, challenging the admiration and eliciting the eulogiums of every beholder. It consists of Gold and Silver Watches, Watch Chains, Breastpins, Earrings, Finger Rings, Gold Pencils, &c. All are invited to call and examine his stock—particularly the ladies.

To gentlemen the subscriber would say, that he has the *very best* Cigars and Tobacco ever offered for sale in this market. Walking Canes, Razors, Strops and Brushes, Pocket Knives, Chessmen and boards, Backgammon boards, and an infinite number of other articles "too numerous to mention," will be found at the Book Store, under Temperance Hall, and one door below Patton & McKee's corner; all of which will be sold *very cheap*, and *only for cash*.

JOHN D. HYMAN.

November 30, 1854—3m

A. W. BURTON,

ATTORNEY AT LAW,

And Solicitor of the 7th Judicial Circuit,

SHELBY, CLEAVELAND COUNTY, N. CAROLINA.

WILL practice in the Superior Courts of Law and Equity of Cherokee, Macon, Jackson, Haywood, Henderson, Buncombe, Madison, Yancy, McDowell, Caldwell, Watauga, Burke, Rutherford and Cleaveland. Also, in the Supreme Court at Morganton.

☞ Collections of all kinds, including Pension claims, attended to strictly.

Refers to the Judges of the Supreme and Superior Courts of North Carolina.

April 6, 1854.

GAITHER & ERWIN,

WILL practice Law in the Superior and County Courts of Cherokee, Macon, Jackson, Haywood, Henderson, Buncombe, Madison and Yancy; and in the Supreme Court at Morganton.

Collections attended to in all the counties composing the 7th Judicial Circuit. Address, B. S. Gaither, Morganton, N. C.; Marcus Erwin, Asheville, N. C.; or A. H. Gaither, Franklin, N. C.

March 30, 1854. tf

SHAWLS, SHAWLS!

At prices ranging from 25 cents to $6. New, beautiful, and lower than last winter.

SMITH, BAIRD & VANCE.

Dec. 14, 1854. tf

Boots and Shoes.

Gentlemen's water proof sewed Boots, Ladies' Gaiters and Buskins; children's walking shoes and slippers; ladies and gentlemen's Overshoes; a very superior article of

Cork Soles,

from the well known establishment of Miles & Son. For sale at the cheap cash store of

J. M. BLAIR.

January 11, 1855. tf

JOHN W. WILSON,

Fashionable Tailor,

BEGS leave to inform his old friends and the public, that he has again commenced business, and may be found at his new establishment, two doors south of the Cape Fear Bank, Main street. Work warranted.

Asheville, May 11, 1854. 1y

Flour, by the barrel, sack or pound for sale by

W. D. RANKIN & Co.

NOTICE.

Gentlemen desiring military promotion are notified that an election will shortly be ordered for the office of Brigadier General of the militia in the counties of Cherokee, Macon, Jackson and Haywood—the 19th Brigade—attached to the 10th Division.

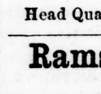
R. M. HENRY, Maj. Gen.

Head Quarters, Sulphur Springs, Nov. 23, 1854.

Ramsay's Piano Store,

COLUMBIA, S. C.

Music and Musical Instruments



NUNNS & Co's Patent Diagonal Grand PIANOS; Hallet, Davis & Co.'s Patent Suspension Bridge PIANOS; Chickerings, Travers' and other best maker's Pianos, at the FACTORY PRICES.

Columbia August 18, 1854—1y

Z. B. Vance,

ATTORNEY AT LAW,

ASHEVILLE, N. C.

August 25, 1853. 211

David Coleman,

Attorney at Law,

BURNSVILLE, N. C.

March 3, 1853.—tf.

R. M. HENRY,

ATTORNEY AT LAW,

ASHEVILLE, N. C.

Rankin, Pulliam & Co.,

IMPORTERS AND WHOLESALE DEALERS IN

Foreign and Domestic Staple and Fancy Dry Goods and Clothing,

131 MEETING STREET,

Charleston, S. C.

WM. D. RANKIN, } { P. M. CRAIGMILES,
R. W. PULLIAM, } { A. D. SMITH.

Sept. 29, '53.

Receiving and Forwarding

GOODS.

We will receive and forward Goods of all kinds at ten cents a package.

SMITH & McDOWELL.

Asheville, Oct. 7, '52.

Carriage Making, Repairing and Blacksmithing.

TRIPLETT & SMITH,

HAVE formed a partnership for the purpose of Carriage making and repairing, in their numerous departments. All descriptions of vehicles made to order, and kept constantly on hand. They have the very best of workmen and materials, and their customers may rely on *good* and *fine* work of all kinds. They do not expect to succeed in business by clap trap and humbuggery, and will, as heretofore, turn off none but *first rate* work.

Repairing done with despatch.

Horse shoeing and blacksmithing executed in a superior manner.

Prices as low as any other establishment, North or South, and all work warranted.

ELIAS L. TRIPLETT,
JAMES SMITH.

Asheville, May 18, 1854.

N. B. A good wood workman, and a painter and trimmer, wanted immediately.

Wool Wanted.

We want to buy ten thousand pounds good clean washed Wool, for which we will pay goods at very low prices.

W. D. RANKIN & CO.

May 26, '53.

Furniture For Sale.

The undersigned keep constantly on hand at their shop in Asheville, a large quantity of well made and superior finished

Furniture,

of the most fashionable kind, consisting of *Chairs, Cane and Cushioned bottoms and other qualities, Sofas, Bureaus, Guitars, and a number of Violins, Bows and Strings* of the best quality. Those who are desirous of purchasing any article of Furniture of any description, will do well to call and see their assortment before purchasing elsewhere, as they are determined to sell at the very lowest price and on the best terms.

J. & J. HILDEBRAN.

BOOTS, shoes, saddlery, hardware, candies, raisins, citron, currants, sugar, coffee, jewelry, iron, nails, leather, castings, and everything else you ever heard of as an article of merchandise. Be sure to call, at the old stand, and see our goods and hear our prices.

SMITH & McDOWELL.

Asheville, April 6, 1854.

DR. P. A. WILHITE,

Wholesale and Retail Druggist

ANDERSON C. H., S. C.,

HAS just received, and will keep, constantly on hand, a very large and well selected stock of

Paints, Oils, Varnishes, Brushes, Window Glass, French and American.

Also, Dealer in American, French and English

Chemicals, Drugs,

Perfumery, French Candies, Snuffs, Fine

Tobacco and Cigars.

FANCY ARTICLES AND DYE-STUFFS.

—*ALSO*—

Fine Brandies and Wines,

Sold only for medical purposes.

Merchants and all others can depend upon their orders meeting prompt attention, upon the most accommodating terms.

Physicians and Families can rely on having their prescriptions carefully compounded.

His Goods are selected with great care, and will be warranted as represented.

☞ Call at No. 3, Brick Range, one door above Harrison & Broyles' law office.

August 10, 1854.

Notice.

Application will be made to the next Legislature to amend the charter of the Asheville and Greenville Plank Road Company.

October 19, 1854. tlm

WOOL CARDING.

THE subscriber wishes to inform his old customers, and the public generally, that he has lately purchased another wool carding

Machine,

and now has two in operation at the same place on Reems' Creek, which greatly facilitates the business of carding. Come, then, every body, with your wool well washed, picked, and greased at the rate of 1 pound of grease to 20 pounds of wool, for this season of the year.

Rates as usual, 6 1-4 cents per pound for plain wool, and 8 cents for mixed, in cash or wool.—Prompt pay invariably.

Oct. 26, 1854. m3 J. S. WEAVER.

POCKET-BOOK LOST.

The subscriber lost, on the road between Asheville and Franklin, N. C., on the 10th or 11th instant, an old looking Pocket-Book, containing about Sixty Dollars in money. The finder will be liberally rewarded on returning it to this Office.

G. W. JOBE.

November 23, 1854. tf

REMOVAL.

THE subscriber has removed his establishment one door *south* of the Cape Fear Bank. He returns his thanks for the liberal patronage he has received, and hopes as he is now *permanent*, and determined to vie with any establishment in the State, for FASHION and WORKMANSHIP, to continue to receive the patronage of his annual paying customers.

H. F. WOLSTENHOLME.

Asheville, Sept. 28, 1854. tf

Saddlery, of every description, and sole and upper Leather, may be had at low rates of SMITH & M'DOWELL

April 7.

SMITH & McDOWELL,

Dealers in Dry Goods, Hardware, Groceries, Crockery, &c. &c.

Asheville, N. C.

W. D. RANKIN & CO.

Dealers in Dry Goods, Groceries, Hard ware, Crockery, &c. &c.

Asheville, N. C.

SMITH, BAIRD & VANCE,

Dealers in Dry Goods, Groceries, and Merchandise generally;

ASHEVILLE, N. C.

For the Ladies.

Now opened and for sale, a very desirable lot of LADIES DRESS GOODS, latest styles.—Also, wool Shawls, of a superior quality.

W. D. RANKIN & Co.

$300 REWARD.

A Reward of THREE HUNDRED DOLLARS will be paid for the apprehension and lodgement in any Jail of my Negro man

AMOS,

who ran away from me on the 3d of July, 1853.—Amos has straight hair, blue eyes, and is 5 feet 5 or 6 inches high, and weighs about 150 or 160 pounds. He rode off a sorrel horse, ten or twelve years old, with scars on both shoulders caused by warts.

I have every reason to believe that AMOS is in Haywood county, N. C., or Spartanburg District, S. C. He was raised by a Mr. Lewis Dickey, adjoining Greenville and Spartanburg Districts, and was purchased by Capt. James Bond, at Newberry Court House, from John B. Archer, of Spartanburg. Said boy is a first rate harness maker, and will no doubt attempt to pass as a white man. I will pay the above reward for the boy and horse.

W. G. NEEL.

Harrisburg P. O.; Abbeville District, S. C., September 7, 1854.

Those Interested Will Read This Notice.

We are under the paessing necessity of saying to these indebted to us, that we must have money; and if payment is not made by the 1st of January next, we will be under the necessity of forcing collections.

RANKIN & PULLIAM.

Oct. 20, '53.

Lincoln Shirting.

The subscribers have on hand a large supply of this popular goods, which will be sold at Factory prices. They are the Agents for the sale of this article, and purchasers can buy of us at wholesale or Retail, on as good terms as it can be had of the manufacturers.

Call and examine it.

SMITH & McDOWELL.

Asheville, Dec. 16, 1852.

Fall and Winter GOODS.

JOSEPH B. LOWENBERG & CO.

HAVE just received a new and well selected stock of *CLOTHING*, suitable to the present and approaching season. Among their stock may be found

OVERCOATS, from common to the most superb article.

DRESS COATS, frock coats, business coats and sacks, in endless variety.

PANTS, a beautiful and desirable assortment.

VESTS, of every color, quality, style & price.

Boys' Clothing.

A rich, varied and elegant assortment.

Boots, shoes, collars, handkerchiefs, neck-ties, cravats, suspenders, &c. In a word, a complete outfit can be had, on terms so low that the purchaser cannot help being pleased.

When we say we can sell goods *low*, we mean just what we say; and invite our friends and customers and the public generally, to call and test the matter. Thankful for past favors, it shall be our object to merit a liberal patronage.

Call nearly opposite W. D. Rankin & Co's. main street. October 19, 1854. 6m.

A NEW MAP

OF

NORTH CAROLINA.

The undersigned are preparing, and will publish as soon as the necessary Surveys, &c., can be obtained, a New, Large and Complete MAP OF NORTH CAROLINA, five feet by three, well engraved and finished in the best style.

It is admitted on all sides, that such a work is a great desideratum in our State, and it is in consequence of the frequent enquiries on this subject, that the undersigned have embarked in the enterprise.

The only attempted work of this kind is that of McRea, published in 1733; and since then the Counties, Towns, Roads, and Postoffices have increased in number, and all our works of Internal Improvements, with small exceptions, been set on foot.

It is intended that the New Map, now proposed to be published, shall contain, accurately laid down, all the Natural Features of the State—the Inlets, Harbors, Sounds, Lakes, Rivers, Creeks, Mountains, &c.

Also, the public improvements and artificial divisions. The Railroads, Plank roads, Counties, County Towns, Post offices, Cities, Villages, Post-roads, and Canals, Colleges, Academies, &c., &c.

The Map will be ready by the summer of 1855

WILLIAM D. COOKE,
SAMUEL PEARCE.

TERMS.

In best Style, Gilt Rollers and First Impressions, $10.00

In Plain Style, Black Rollers, 6.00

Information from any source, and which may be of service in making the above work, will be thankfully received. All communications should be addressed to WM. D. COOKE.

Raleigh, August, 1864.

READY MADE CLOTHING.

Asuperb assortment, cheap as any body can sell, now opening at S. & McD'S.

GOWER & SINGLETON,

Receiving, Forwarding & Commission MERCHANTS,

GREENVILLE, S. C.

February 2, 1354. 233—1y

A NEW FIRM.

The undersigned have purchased of *Rosenthal & Co.* their entire stock of

Clothing,

and will continue the business at the old stand in Asheville, under the firm and style of

J. B. LOWENBERG & CO.

They have all the advantages possessed by the old firm in the matter of purchasing cheap goods, and promise that they will sell as low or lower than has ever been done in Asheville.

The public are invited to call and examine our stock and hear our prices.

Summer Clothing

Going off at cost and carriage, to make room for Fall and Winter Goods.

J. B. LOWENBERG & CO.

Asheville, Sept. 14, 1854. tf

Gentlemen's Furnishing Department.

A man, by calling on us early, can be fitted out and out, from a shirt collar standing at an angle of 45 degrees, to a pair of high heeled socks. Call at once, and the thing shall be *did*.

SMITH, BAIRD & VANCE.

Dec. 14, 1854—tf

446 Pair of Ladies, Misses

Boys and children's SHOES, well assorted, some very thick soles for winter; and at reasonable rates, at SMITH, BAIRD & VANCE'S.

December 14, 1854. tf

300 Pair of the very best make of men's Shoes, just added to the stock of

SMITH, BAIRD & VANCE.

Dec. 14, 1854. tf

ALL SORTS OF BLANKS & Blank Books for sale at the BOOK STORE.

November 30.

Something New!

BE IT KNOWN,

AND let it go forth upon the wings of the wind to every individual in the State of North Carolina, that

PULVERMACHER'S

HYDRO ELECTRIC-VOLTAIC CHAINS,

are the *only* truly *scientific* remedy by which all *NERVOUS DISEASES* can be *quickly* relieved and *permanently cured*.

Rheumatism, Periodical Nervous Headache, Painful and Swelled Joints, Uterine Pains, Dyspepsia, Paralysis, Sciatica, Pains between the Shoulders, Neuralgia of the Face, Indigestion, Flatulence, Palpitation of the Heart, General Debility, Asthma,

HISTORY.

The Hydro Electric-Voltaic Chains were first introduced in France three years since, by the far-celebrated French Professor Pulvermacher, as an entirely *new* and *novel* mode of applying Electro-magnetism in the *cure of Nervous Diseases*—and after being subjected to the most *thorough trial*, by the first medical men of that city, in every hospital they were pronounced to be the most *efficacious* of any remedial agent yet discovered, for the *rapid relief* and *permanent cure* of the above mentioned diseases, and were also recommended to the favor of the French government, who granted a patent in the year 1849. During the years 1850 and '51 they were introduced into Austria, Germany, Belgium, and also patented in those countries, where they not only met with the sanction of almost every learned man of Europe, but were brought into general use in every hospital on the Eastern continent, and the *beneficial results* produced in the cure of Nervous Diseases, found to be *astonishing* and *strange*. The Chains were first introduced in this country one year since, in the city of New York, where their *fame* had already preceded them. They were at once submitted to a trial in the hospitals of that city, by the celebrated Professors Valentine Mott, Post, Van Buren, Carnochan, who readily discovered that they certainly possessed *extraordinary* power in the treatment and cure of Nervous Diseases, and at once advised their *general use* throughout this country, by publishing their opinions in a pamphlet which may be obtained (gratis) of any of the advertised agents in the state.

THE SALE AND DEMAND

has been *unparalleled* since their first introduction, and not *one person* can be found that has expressed himself dissatisfied with their use, and in no instance have they *failed* to perform what they claim to. They are so constructed, as to be worn next to the skin, upon the part diseased, and by simply moistening them with common vinegar, a constant current of *uninterrupted Electro-Magnetism is produced*, which supplies the *exhausted* Nervous System with that essential Fluid which is the source of so much pain and suffering.

IN FEMALE DISEASES

they are rapidly taking the place of all *Nostrums* taken into the stomach, for they neither *sicken* nor *disgust*, and can be used at all times with the most perfect safety. They are equally applicable to adults and children, and will last for years with no danger of getting out of repair, and can be sent by mail to any part of the United States.—Price of Chains $3 and $5, accompanied by a pamphlet of 36 pages, giving a *clear* and full account of the mode of use. The Chains may be seen on exhibition at the Crystal Palace, New York, where they attract great attention from the learned and scientific.

CAUTION TO LADIES.

Ladies who are *enciente* are requested not to use them, for by so doing unpleasant results frequently follow.

The Electric Chains are for sale in all the principal cities in the United States. SMITH & McDOWELL, only Agents for Asheville N. C.,

JOSEPH STEINERT.

General Agent, 568 Broadway, N. Y., August 10, 1854.

BONHAM'S

Improved Garment Cutter.

THE subscribers having purchased the right of the State of North Carolina to this celebrated and important invention, offer for sale County Rights, on such terms as will enable the purchaser to make from three to five hundred dollars in a few weeks.

The great recommendations of this Patent are: cheapness, simplicity, and certainty. By this system, any one can in a few hours learn to cut any garment in a neat and fashionable manner.

We are now traveling in the State, and expect to visit nearly all the counties in the course of a few months, and will dispose of territory on liberal terms.

Any desired information, either in regard to the system, or the purchase of territory, may be had by addressing the Editor of this paper.

W. J. GARTRELL,
J. W. BEASLEY,
E. R. KIKER,
G. B. GILLESPIE, Agent.

Feb. 3, 1853. tf

Cancers Can Be Cured.

DR. CLOPTON

OFFERS his Professional Services to the afflicted in the Treatment of Cancers, Scrofula, tumors, ulcers, erysipelas, scald-head, white swellings, pain in the bones or joints, dyspepsia, diseases of the kidneys, syphilis, venerial affections, ring worm or tetter, rheumatism, gout, old sores.—From his success in the treatment of these diseases, he feels safe in saying he will turn none away until they are effectually cured, when their general health is not destroyed. He will not require anything until a cure is effected. His treatment is not in the least painful or unpleasant.—He will pay half price for *all young negroes afflicted with any of the above diseases.*

I will pay one hundred dollars for every case of Scrofula I fail to cure, when the general health is not destroyed.

Dalton, Ga., *March* 2. 1854.

N. B.—Dalton is within a few hours drive of those celebrated watering places, Catoosa, Cohuttah, and Gordon Springs. Office one door below C. B. Wellborn's Store, Dalton, Georgia.

This is to certify that I had a very painful cancer on my face that extended so far into my mouth that I could eat with no satisfaction, and after trying a great many painful remedies that only aggravated the disease, and made it grow worse, I called on Dr. Clopton of Dalton, Ga., who arrested the disease immediately and in a few weeks my cancer was entirely well. I would recommend all those afflicted with cancers, to delay no time, but place themselves under the treatment of Dr. Clopton, immediately and be cured.

MRS. LUCY HARALSON,
Whitfield County, Ga.

Candies, assorted, at

SMITH & McDOWELL'S.

April 7.

Ready Made Clothing.

Received and for sale, a large lot of *Ready Made Clothing*. Call and see at

W. D. RANKIN & Co's.

Oct. 20.

Port Folios,

For sale at the BOOK STORE.

Nov. 30.

Wide Awake, Know Nothing, and Young America Hats, together with Plush caps, and other styles, compose a part of the large stock of goods to be found at

SMITH, BAIRD & VANCE'S.

Dec. 21, 1854.